

RETURN WITH BIDLETTING DATE June 16, 2006ITEM NUMBER 9A

Proposal Submitted By

Name _____

Address _____

City/State _____

Zip Code _____ Telephone Number _____

FEIN Number _____ FAX Number _____

BIDDERS NEED NOT RETURN THE ENTIRE PROPOSAL
 (See instructions inside front cover)
NOTICE TO PROSPECTIVE BIDDERS

This proposal can be used for bidding purposes
 by only those companies that request and receive written
 AUTHORIZATION TO BID from IDOT's Central Bureau of
 Construction.
 (SEE INSTRUCTIONS ON THE INSIDE OF COVER)

PROPOSAL COVER SHEET

Illinois Department of Transportation
DIVISION OF AERONAUTICS

AIRPORT DeKalb-Taylor MunicipalMUNICIPAL DESIGNATION DeKalbCOUNTY DESIGNATION DeKalbILLINOIS PROJECT NO. DKB-3448FEDERAL PROJECT NO. 3-17-0139-B43

PLEASE MARK THE APPROPRIATE BOX BELOW:

- A Bid Bond is included.
- A Cashier's Check or a Certified Check is included.

INSTRUCTIONS

ABOUT IDOT PROPOSALS: All proposals issued by IDOT are potential bidding proposals. Each proposal contains all Certifications and Affidavits, a Proposal Signature Sheet and a Proposal Bid Bond required for Prime Contractors to submit a bid after written **Authorization to Bid** has been issued by IDOT’s Central Bureau of Construction.

HOW MANY PROPOSALS SHOULD PROSPECTIVE BIDDERS REQUEST?: Prospective bidders should, prior to submitting their initial request for plans and proposals, determine their needs and request the total number of plans and proposals needed for each item requested. There will be a nonrefundable charge of \$15 for each set of plans and specifications issued.

WHO CAN BID?: Bids will be accepted from only those companies that request and receive written **Authorization to Bid** from IDOT’s Central Bureau of Construction.

WHAT CONSTITUTES WRITTEN AUTHORIZATION TO BID?: When a prospective prime bidder submits a “Request for Proposal Forms and Plans” he/she must indicate at that time which items are being requested For Bidding purposes. Only those items requested For Bidding will be analyzed. After the request has been analyzed, the bidder will be issued a **Proposal Denial and/or Authorization Form**, approved by the Central Bureau of Construction, that indicates which items have been approved For Bidding. If **Authorization to Bid** cannot be approved, the **Proposal Denial and/or Authorization Form** will indicate the reason for denial. If a contractor has requested to bid but has not received a **Proposal Denial and/or Authorization Form**, they should contact the Central Bureau of Construction in advance of the letting date.

WHAT MUST BE INCLUDED WHEN BIDS ARE SUBMITTED?: Bidders need not return the entire proposal when bids are submitted. That portion of the proposal that must be returned includes the following:

1. All documents from the Proposal Cover Sheet through the Proposal Bid Bond
2. Other special documentation and/or information that may be required by the contract special provisions

All proposal documents, including Proposal Guaranty Checks or Proposal Bid Bonds, should be stapled together to prevent loss when bids are processed by IDOT personnel.

ABOUT SUBMITTING BIDS: It is recommended that bidders deliver bids in person to insure they arrive at the proper location prior to the time specified for the receipt of bids. Any bid received at the place of letting after the time specified will not be accepted.

WHO SHOULD BE CALLED IF ASSISTANCE IS NEEDED?

Questions Regarding	Call
Prequalification and/or Authorization to Bid	217/782-3413
Preparation and submittal of bids	217/782-7806
Mailing of plans and proposals	217/782-7806



PROPOSAL

1. Proposal of _____

Taxpayer Identification Number (Mandatory) _____

for the improvement officially known as:

(a) DeKalb-Taylor Municipal Airport

(b) The proposed improvement shown in detail on the plans issued by the Department schedule and detail sheets included herein, includes, in general, the following described work:

Remove & Regrade Runway End 2; Extend Taxiway A; Widen Taxiways A & C.

TO THE DEPARTMENT OF TRANSPORTATION

2. The plans for the proposed work are those issued by the Department of Transportation to cover the work described above.

The specifications are those prepared by the Department of Transportation, Division of Aeronautics and designated as "Standard Specifications for Construction of Airports," adopted January, 1985, the "Supplemental Specifications and Recurring Special Provisions," adopted July 1, 2004 and the "Special Provisions" thereto, adopted and in effect on the date of invitation for bids.

3. **COMPLETION TIME/LIQUIDATED DAMAGES.** 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 170 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 below, 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. The following Schedule of Deductions supersedes the table given in Section 60-09 of the Division's Standard Specifications for Construction of Airports.

Schedule of Deductions for Each Day of Overrun in Contract Time

<u>Original Contract Amount</u>		<u>Daily Charge</u>
<u>From More Than</u>	<u>To and Including</u>	<u>Calendar Day</u>
\$ 0	\$ 25,000	\$ 300
25,000	100,000	375
100,000	500,000	550
500,000	1,000,000	725
1,000,000	2,000,000	900
2,000,000	3,000,000	1,100
3,000,000	5,000,000	1,300
5,000,000	7,500,000	1,450
7,500,000	10,000,000	1,650

A daily charge shall be made for every day shown on the calendar beyond the specified contract time in calendar days.

RETURN WITH BID

4. **ASSURANCE OF EXAMINATION AND INSPECTION/WAIVER.** The undersigned further declares that he/she has carefully examined the proposal, plans, specifications, supplemental and applicable recurring special provisions, form of contract and contract bonds, and special provisions, and that he/she has inspected in detail the site of the proposed work, and that he/she has familiarized themselves with all of the local conditions affecting the contract and the detailed requirements of construction, and understands that in making this proposal he/she waives all right to plead any misunderstanding regarding the same.

5. **EXECUTION OF CONTRACT AND CONTRACT BONDS.** The undersigned further agrees to execute a contract for this work and present the same to the department within fifteen (15) days after the contract has been mailed to him/her. The undersigned further agrees that he/she and his/her surety will execute and present within fifteen (15) days after the contract has been mailed to him/her contract bonds satisfactory to and in the form prescribed by the Department of Transportation, in the penal sum of the full amount of the contract, guaranteeing the faithful performance of the work in accordance with the terms of the contract and guaranteeing payment in full all bills and accounts for materials and labor used in the construction of the work.

6. **PROPOSAL GUARANTY.** Accompanying this proposal is either a bid bond on the department form, executed by a corporate surety company satisfactory to the department, or a proposal guaranty check consisting of a bank cashier's check or a properly certified check for not less than 5 per cent of the amount bid or for the amount specified in the following schedule:

<u>Amount of Bid</u>	<u>Proposal Guaranty</u>	<u>Amount of Bid</u>	<u>Proposal Guaranty</u>
Up to \$5,000	to \$5,000\$150	\$2,000,000	to \$3,000,000 \$100,000
\$5,000	to \$10,000\$300	\$3,000,000	to \$5,000,000 \$150,000
\$10,000	to \$50,000\$1,000	\$5,000,000	to \$7,500,000 \$250,000
\$50,000	to \$100,000\$3,000	\$7,500,000	to \$10,000,000 \$400,000
\$100,000	to \$150,000\$5,000	\$10,000,000	to \$15,000,000 \$500,000
\$150,000	to \$250,000\$7,500	\$15,000,000	to \$20,000,000 \$600,000
\$250,000	to \$500,000\$12,500	\$20,000,000	to \$25,000,000\$700,000
\$500,000	to \$1,000,000\$25,000	\$25,000,000	to \$30,000,000 \$800,000
\$1,000,000	to \$1,500,000\$50,000	\$30,000,000	to \$35,000,000 \$900,000
\$1,500,000	to \$2,000,000\$75,000	over	\$35,000,000 \$1,000,000

Bank cashier's checks or properly certified checks accompanying proposals shall be made payable to the Treasurer, State of Illinois, when the state is awarding authority; the county treasurer, when a county is the awarding authority; or the city, village, or town treasurer, when a city, village, or town is the awarding authority.

If a combination bid is submitted, the proposal guaranties which accompany the individual proposals making up the combination will be considered as also covering the combination bid.

The amount of the proposal guaranty check is _____ \$(). If this proposal is accepted and the undersigned shall fail to execute contract bonds as required herein, it is hereby agreed that the amount of the proposal guaranty shall become the property of the State of Illinois, and shall be considered as payment of damages due to delay and other causes suffered by the State because of the failure to execute said contract and contract bonds; otherwise, the bid bond shall become void or the proposal guaranty check shall be returned to the undersigned.

RETURN WITH BID

(e) The plans and Special Provisions for each separate contract shall be construed separately for all requirements, except as described in paragraphs (a) through (d) listed above.

When a combination bid is submitted, the schedule below must be completed in each proposal comprising the combination.

If alternate bids are submitted for one or more of the sections comprising the combination, a combination bid must be submitted for each alternate.

Schedule of Combination Bids

Combination No.	Sections Included in Combination	Combination Bid	
		Dollars	Cents

8. **SCHEDULE OF PRICES.** The undersigned submits herewith his/her schedule of prices covering the work to be performed under this contract; he/she understands that he/she must show in the schedule the unit prices (with no more than two decimal places, i.e. \$25.35, not \$25.348) for which he/she proposes to perform each item of work, that the extensions must be made by him/her, and that if not so done his/her proposal may be rejected as irregular.

The undersigned further agrees that the unit prices submitted herewith are for the purpose of obtaining a gross sum, and for use in computing the value of additions and deductions; that if there is a discrepancy between the gross sum bid and that resulting from the summation of the quantities multiplied by their respective unit prices, the latter shall govern.

COUNTY NAME DEKALB	CODE 037	DIST 03	AIRPORT NAME DEKALB-TAYLOR MUNICIPAL	FED PROJECT 3-17-0139-B43	ILL PROJECT DK-B -3448
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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
AR108158	1/C #8 5 KV UG CABLE IN UD	L.F.	14,563.000 X				
AR108554	2/C #4 600 V UG CABLE IN UD	L.F.	1,091.000 X				
AR108558	2/C #8 600 V UG CABLE IN UD	L.F.	251.000 X				
AR110014	4" DIRECTIONAL BORE	L.F.	560.000 X				
AR110502	2-WAY CONCRETE ENCASED DUCT	L.F.	209.000 X				
AR110504	4-WAY CONCRETE ENCASED DUCT	L.F.	280.000 X				
AR110552	EXTEND 2-WAY DUCT	L.F.	66.000 X				
AR110554	EXTEND 4-WAY DUCT	L.F.	30.000 X				
AR110714	ELECTRICAL MANHOLE 4'	EACH	3.000 X				
AR110900	REMOVE DUCT	L.F.	82.000 X				
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	1.000 X				
AR125446	TAXI GUIDANCE SIGN, 6 CHARACTER	EACH	1.000 X				
AR125447	TAXI GUIDANCE SIGN, 7 CHARACTER	EACH	1.000 X				
AR125470	MODIFY EXISTING SIGN PANEL	EACH	1.000 X				
AR125565	SPLICE CAN	EACH	3.000 X				

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
AR125901	REMOVE STAKE MOUNTED LIGHT	EACH	4.000 X	=			
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	4.000 X	=			
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	2.000 X	=			
AR125950	ADJUST PLASI	EACH	1.000 X	=			
AR125961	RELOCATE STAKE MOUNTED LIGHT	EACH	111.000 X	=			
AR125962	RELOCATE BASE MOUNTED LIGHT	EACH	11.000 X	=			
AR125964	RELOCATE TAXI GUIDANCE SIGN	EACH	6.000 X	=			
AR125967	RELOCATE REILS	PAIR	1.000 X	=			
AR125968	RELOCATE PAPI	EACH	1.000 X	=			
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1.000 X	=			
AR150540	HAUL ROUTE	L.S.	1.000 X	=			
AR151450	CLEARING AND GRUBBING	ACRE	0.200 X	=			
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	85,788.000 X	=			
AR152441	ON-SITE BORROW	C.Y.	4,102.000 X	=			
AR156510	SILT FENCE	L.F.	1,997.000 X	=			

DEKALB-TAYLOR MUNICIPAL
DEKALB

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - DK050

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RUN DATE - 05/05/06
RUN TIME - 195801

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
AR156511	DITCH CHECK	EACH	2.000 X	=		=	
AR156513	SEPARATION FABRIC	S.Y.	21,859.000 X	=		=	
AR156520	INLET PROTECTION	EACH	6.000 X	=		=	
AR156521	HEADWALL PROTECTION	EACH	7.000 X	=		=	
AR156530	TEMPORARY SEEDING	ACRE	52.900 X	=		=	
AR156544	RIPRAP-GRADATION NO. 4	S.Y.	237.000 X	=		=	
AR161616	CLASS C GATE-16'	EACH	1.000 X	=		=	
AR201610	BITUMINOUS BASE COURSE	TON	5,847.000 X	=		=	
AR201630	BITUMINOUS BASE TEST SECTION	EACH	1.000 X	=		=	
AR208540	OVERSIZE AGGREGATE	TON	6,717.000 X	=		=	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	8,808.000 X	=		=	
AR401610	BITUMINOUS SURFACE COURSE	TON	1,916.000 X	=		=	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	42.000 X	=		=	
AR401665	BITUMINOUS PAVEMENT SAWING	L.F.	5,568.000 X	=		=	
AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	9,937.000 X	=		=	

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
AR602510	BITUMINOUS PRIME COAT	GAL.	7,562.000 X				
AR603510	BITUMINOUS TACK COAT	GAL.	5,086.000 X				
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	53,605.000 X				
AR620900	PAVEMENT MARKING REMOVAL	S.F.	8,075.000 X				
AR620912	TEMPORARY MARK & LIGHT	L.S.	1.000 X				
AR701518	18" RCP, CLASS IV	L.F.	53.000 X				
AR701524	24" RCP, CLASS IV	L.F.	402.000 X				
AR701530	30" RCP, CLASS IV	L.F.	329.000 X				
AR701536	36" RCP, CLASS IV	L.F.	203.000 X				
AR701548	48" RCP, CLASS IV	L.F.	116.000 X				
AR701612	12" RCP, CLASS V	L.F.	1,418.000 X				
AR701900	REMOVE PIPE	L.F.	180.000 X				
AR705410	POROUS BACKFILL	C.Y.	396.000 X				
AR705524	4" PERFORATED UNDERDRAIN W/SOCK	L.F.	8,827.000 X				
AR705546	6" NON PERFORATED UNDERDRAIN	L.F.	100.000 X				

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
AR705548	8" NON PERFORATED UNDERDRAIN	L.F.	100.000 X				
AR705550	10" NON PERFORATED UNDERDRAIN	L.F.	100.000 X				
AR705630	UNDERDRAIN INSPECTION HOLE	EACH	29.000 X				
AR705900	REMOVE UNDERDRAIN	L.F.	6,982.000 X				
AR705903	REMOVE UNDERDRAIN INSP. HOLE	EACH	24.000 X				
AR751412	INLET-TYPE B	EACH	1.000 X				
AR751540	MANHOLE 4'	EACH	1.000 X				
AR751944	ADJUST MANHOLE - PAVEMENT	EACH	2.000 X				
AR751945	ADJUST MANHOLE - NON PAVEMENT	EACH	5.000 X				
AR752430	PRECAST REINFORCED CONC. FES 30"	EACH	1.000 X				
AR752436	PRECAST REINFORCED CONC. FES 36"	EACH	4.000 X				
AR752618	CONCRETE HEADWALL 18"	EACH	2.000 X				
AR752630	CONCRETE HEADWALL 30"	EACH	1.000 X				
AR752636	CONCRETE HEADWALL 36"	EACH	2.000 X				
AR752648	CONCRETE HEADWALL 48"	EACH	1.000 X				

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
AR752903	REMOVE HEADWALL	EACH	7.000 X				
AR770516	16" DUCTILE IRON SANITARY SEWER	L.F.	410.000 X				
AR770704	SANITARY MANHOLE 4'	EACH	1.000 X				
AR770905	REMOVE SANITARY MANHOLE	EACH	1.000 X				
AR770945	ADJUST SANITARY MANHOLE	EACH	1.000 X				
AR800405	INSTALL TEMPORARY LIGHTING	L.S.	1.000 X				
AR800429	FIELD TILE TRACING	EACH	6.000 X				
AR800463	FIELDTILE REPAIR	EACH	6.000 X				
AR901510	SEEDING	ACRE	51.300 X				
AR901550	LIME AND FERTILIZER	ACRE	3.800 X				
AR908510	MULCHING	ACRE	49.900 X				
AR908520	EXCELSIOR BLANKET	S.Y.	7,867.000 X				

TOTAL \$

NOTE:
*** PLEASE TURN PAGE FOR IMPORTANT NOTES ***

DEKALB-TAYLOR MUNICIPAL
DEKALB

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - DK050

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RUN DATE - 05/05/06
RUN TIME - 195801

NOTE:

1. EACH PAY ITEM SHOULD HAVE A UNIT PRICE AND A TOTAL PRICE.
2. THE UNIT PRICE SHALL GOVERN IF NO TOTAL PRICE IS SHOWN OR IF THERE IS A DISCREPANCY BETWEEN THE PRODUCT OF THE UNIT PRICE MULTIPLIED BY THE QUANTITY.
3. IF A UNIT PRICE IS OMITTED, THE TOTAL PRICE WILL BE DIVIDED BY THE QUANTITY IN ORDER TO ESTABLISH A UNIT PRICE.
4. A BID MAY BE DECLARED UNACCEPTABLE IF NEITHER A UNIT PRICE NOR A TOTAL PRICE IS SHOWN.

RETURN WITH BID

THE PRECEDING SCHEDULE OF PRICES MUST BE

COMPLETED AND RETURNED.

RETURN WITH BID

**STATE REQUIRED ETHICAL
STANDARDS GOVERNING CONTRACT
PROCUREMENT: ASSURANCES, CERTIFICATIONS
AND DISCLOSURES**

I. GENERAL

A. Article 50 of the Illinois Procurement Code establishes the duty of all State chief procurement officers, State purchasing officers, and their designees to maximize the value of the expenditure of public moneys in procuring goods, services, and contracts for the State of Illinois and to act in a manner that maintains the integrity and public trust of State government. In discharging this duty, they are charged by law to use all available information, reasonable efforts, and reasonable actions to protect, safeguard, and maintain the procurement process of the State of Illinois.

B. In order to comply with the provisions of Article 50 and to carry out the duty established therein, all bidders are to adhere to ethical standards established for the procurement process, and to make such assurances, disclosures and certifications required by law. By execution of the Proposal Signature Sheet, the bidder indicates that each of the mandated assurances has been read and understood, that each certification is made and understood, and that each disclosure requirement has been understood and completed.

C. In addition to all other remedies provided by law, failure to comply with any assurance, failure to make any disclosure or the making of a false certification shall be grounds for termination of the contract and the suspension or debarment of the bidder.

II. ASSURANCES

A. The assurances hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder. The Department may terminate the contract if it is later determined that the bidder rendered a false or erroneous assurance, and the surety providing the performance bond shall be responsible for the completion of the contract.

B. Felons

1. The Illinois Procurement Code provides:

Section 50-10. Felons. Unless otherwise provided, no person or business convicted of a felony shall do business with the State of Illinois or any state agency from the date of conviction until 5 years after the date of completion of the sentence for that felony, unless no person held responsible by a prosecutorial office for the facts upon which the conviction was based continues to have any involvement with the business.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-10.

RETURN WITH BID

C. Conflicts of Interest

1. The Illinois Procurement Code provides in pertinent part:

Section 50-13. Conflicts of Interest.

(a) Prohibition. It is unlawful for any person holding an elective office in this State, holding a seat in the General Assembly, or appointed to or employed in any of the offices or agencies of state government and who receives compensation for such employment in excess of 60% of the salary of the Governor of the State of Illinois, or who is an officer or employee of the Capital Development Board or the Illinois Toll Highway Authority, or who is the spouse or minor child of any such person to have or acquire any contract, or any direct pecuniary interest in any contract therein, whether for stationery, printing, paper, or any services, materials, or supplies, that will be wholly or partially satisfied by the payment of funds appropriated by the General Assembly of the State of Illinois or in any contract of the Capital Development Board or the Illinois Toll Highway authority.

(b) Interests. It is unlawful for any firm, partnership, association or corporation, in which any person listed in subsection (a) is entitled to receive (i) more than 7 1/2% of the total distributable income or (ii) an amount in excess of the salary of the Governor, to have or acquire any such contract or direct pecuniary interest therein.

(c) Combined interests. It is unlawful for any firm, partnership, association, or corporation, in which any person listed in subsection (a) together with his or her spouse or minor children is entitled to receive (i) more than 15%, in the aggregate, of the total distributable income or (ii) an amount in excess of 2 times the salary of the Governor, to have or acquire any such contract or direct pecuniary interest therein.

(d) Securities. Nothing in this Section invalidates the provisions of any bond or other security previously offered or to be offered for sale or sold by or for the State of Illinois.

(e) Prior interests. This Section does not affect the validity of any contract made between the State and an officer or employee of the State or member of the General Assembly, his or her spouse, minor child or any combination of those persons if that contract was in existence before his or her election or employment as an officer, member, or employee. The contract is voidable, however, if it cannot be completed within 365 days after the officer, member, or employee takes office or is employed.

The current salary of the Governor is \$145,877.00. Sixty percent of the salary is \$87,526.20.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-13, or that an effective exemption has been issued by the Board of Ethics to any individual subject to the Section 50-13 prohibitions pursuant to the provisions of Section 50-20 of the Code and Executive Order Number 3 (1998). Information concerning the exemption process is available from the Department upon request.

D. Negotiations

1. The Illinois Procurement Code provides in pertinent part:

Section 50-15. Negotiations.

(a) It is unlawful for any person employed in or on a continual contractual relationship with any of the offices or agencies of State government to participate in contract negotiations on behalf of that office or agency with any firm, partnership, association, or corporation with whom that person has a contract for future employment or is negotiating concerning possible future employment.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-15, and that the bidder has no knowledge of any facts relevant to the kinds of acts prohibited therein.

RETURN WITH BID

E. Inducements

1. The Illinois Procurement Code provides:

Section 50-25. Inducement. Any person who offers or pays any money or other valuable thing to any person to induce him or her not to bid for a State contract or as recompense for not having bid on a State contract is guilty of a Class 4 felony. Any person who accepts any money or other valuable thing for not bidding for a State contract or who withholds a bid in consideration of the promise for the payment of money or other valuable thing is guilty of a Class 4 felony.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-25, and that the bidder has no knowledge of any facts relevant to the kinds of acts prohibited therein.

F. Revolving Door Prohibition

1. The Illinois Procurement Code provides:

Section 50-30. Revolving door prohibition. Chief procurement officers, associate procurement officers, State purchasing officers, their designees whose principal duties are directly related to State procurement, and executive officers confirmed by the Senate are expressly prohibited for a period of 2 years after terminating an affected position from engaging in any procurement activity relating to the State agency most recently employing them in an affected position for a period of at least 6 months. The prohibition includes, but is not limited to: lobbying the procurement process; specifying; bidding; proposing bid, proposal, or contract documents; on their own behalf or on behalf of any firm, partnership, association, or corporation. This Section applies only to persons who terminate an affected position on or after January 15, 1999.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-30, and that the bidder has no knowledge of any facts relevant to the kinds of acts prohibited therein.

G. Reporting Anticompetitive Practices

1. The Illinois Procurement Code provides:

Section 50-40. Reporting anticompetitive practices. When, for any reason, any vendor, bidder, contractor, chief procurement officer, State purchasing officer, designee, elected official, or State employee suspects collusion or other anticompetitive practice among any bidders, offers, contractors, proposers, or employees of the State, a notice of the relevant facts shall be transmitted to the Attorney General and the chief procurement officer.

2. The bidder assures the Department that it has not failed to report any relevant facts concerning the practices addressed in Section 50-40 which may involve the contract for which the bid is submitted.

H. Confidentiality

1. The Illinois Procurement Code provides:

Section 50-45. Confidentiality. Any chief procurement officer, State purchasing officer, designee, or executive officer who willfully uses or allows the use of specifications, competitive bid documents, proprietary competitive information, proposals, contracts, or selection information to compromise the fairness or integrity of the procurement, bidding, or contract process shall be subject to immediate dismissal, regardless of the Personnel code, any contract, or any collective bargaining agreement, and may in addition be subject to criminal prosecution.

2. The bidder assures the Department that it has no knowledge of any fact relevant to the practices addressed in Section 50-45 which may involve the contract for which the bid is submitted.

RETURN WITH BID

I. Insider Information

1. The Illinois Procurement Act provides:

Section 50-50. Insider information. It is unlawful for any current or former elected or appointed State official or State employee to knowingly use confidential information available only by virtue of that office or employment for actual or anticipated gain for themselves or another person.

2. The bidder assures the Department that it has no knowledge of any facts relevant to the practices addressed in Section 50-50 which may involve the contract for which the bid is submitted.

III. CERTIFICATIONS

A. The certifications hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder. The Department may terminate the contract if it is later determined that the bidder rendered a false or erroneous certification, and the surety providing the performance bond shall be responsible for completion of the contract.

B. Bribery

1. The Illinois Procurement Code provides:

Section 50-5. Bribery.

(a) Prohibition. No person or business shall be awarded a contract or subcontract under this Code who:

(1) has been convicted under the laws of Illinois or any other state of bribery or attempting to bribe an officer or employee of the State of Illinois or any other state in that officer's or employee's official capacity; or

(2) has made an admission of guilt of that conduct that is a matter of record but has not been prosecuted for that conduct.

(b) Businesses. No business shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of the business if the employee or agent is no longer employed by the business and:

(1) the business has been finally adjudicated not guilty; or

(2) the business demonstrates to the governmental entity with which it seeks to contract, and that entity finds that the commission of the offense was not authorized, requested, commanded, or performed by a director, officer, or high managerial agent on behalf of the business as provided in paragraph (2) of subsection (a) of Section 5-4 of the Criminal Code of 1961.

(c) Conduct on behalf of business. For purposes of this Section, when an official, agent, or employee of a business committed the bribery or attempted bribery on behalf of the business and in accordance with the direction or authorization of a responsible official of the business, the business shall be chargeable with the conduct.

(d) Certification. Every bid submitted to and contract executed by the State shall contain a certification by the contractor that the contractor is not barred from being awarded a contract or subcontract under this Section. A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

2. The bidder certifies that it is not barred from being awarded a contract under Section 50.5.

RETURN WITH BID

C. Educational Loan

1. Section 3 of the Educational Loan Default Act provides:

§ 3. No State agency shall contract with an individual for goods or services if that individual is in default, as defined in Section 2 of this Act, on an educational loan. Any contract used by any State agency shall include a statement certifying that the individual is not in default on an educational loan as provided in this Section.

2. The bidder, if an individual as opposed to a corporation, partnership or other form of business organization, certifies that the bidder is not in default on an educational loan as provided in Section 3 of the Act.

D. Bid-Rigging/Bid Rotating

1. Section 33E-11 of the Criminal Code of 1961 provides:

§ 33E-11. (a) Every bid submitted to and public contract executed pursuant to such bid by the State or a unit of local government shall contain a certification by the prime contractor that the prime contractor is not barred from contracting with any unit of State or local government as a result of a violation of either Section 33E-3 or 33E-4 of this Article. The State and units of local government shall provide the appropriate forms for such certification.

(b) A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

A violation of Section 33E-3 would be represented by a conviction of the crime of bid-rigging which, in addition to Class 3 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.

A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.

2. The bidder certifies that it is not barred from contracting with the Department by reason of a violation of either Section 33E-3 or Section 33E-4.

E. International Anti-Boycott

1. Section 5 of the International Anti-Boycott Certification Act provides:

§ 5. State contracts. Every contract entered into by the State of Illinois for the manufacture, furnishing, or purchasing of supplies, material, or equipment or for the furnishing of work, labor, or services, in an amount exceeding the threshold for small purchases according to the purchasing laws of this State or \$10,000.00, whichever is less, shall contain certification, as a material condition of the contract, by which the contractor agrees that neither the contractor nor any substantially-owned affiliated company is participating or shall participate in an international boycott in violation of the provisions of the U.S. Export Administration Act of 1979 or the regulations of the U.S. Department of Commerce promulgated under that Act.

2. The bidder makes the certification set forth in Section 5 of the Act.

RETURN WITH BID

F. Drug Free Workplace

1. The Illinois “Drug Free Workplace Act” applies to this contract and it is necessary to comply with the provisions of the “Act” if the contractor is a corporation, partnership, or other entity (including a sole proprietorship) which has 25 or more employees.

2. The bidder certifies that if awarded a contract in excess of \$5,000 it will provide a drug free workplace by:

(a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensation, possession or use of a controlled substance, including cannabis, is prohibited in the contractor’s workplace; specifying the actions that will be taken against employees for violations of such prohibition; and notifying the employee that, as a condition of employment on such contract, the employee shall abide by the terms of the statement, and notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction.

(b) Establishing a drug free awareness program to inform employees about the dangers of drug abuse in the workplace; the contractor’s policy of maintaining a drug free workplace; any available drug counseling, rehabilitation, and employee assistance programs; and the penalties that may be imposed upon employees for drug violations.

(c) Providing a copy of the statement required by subparagraph (1) to each employee engaged in the performance of the contract and to post the statement in a prominent place in the workplace.

(d) Notifying the Department within ten (10) days after receiving notice from an employee or otherwise receiving actual notice of the conviction of an employee for a violation of any criminal drug statute occurring in the workplace.

(e) Imposing or requiring, within 30 days after receiving notice from an employee of a conviction or actual notice of such a conviction, an appropriate personnel action, up to and including termination, or the satisfactory participation in a drug abuse assistance or rehabilitation program approved by a federal, state or local health, law enforcement or other appropriate agency.

(f) Assisting employees in selecting a course of action in the event drug counseling, treatment, and rehabilitation is required and indicating that a trained referral team is in place.

(g) Making a good faith effort to continue to maintain a drug free workplace through implementation of the actions and efforts stated in this certification.

G. Debt Delinquency

1. The Illinois Procurement Code provides:

Section 50-11 and 50-12. Debt Delinquency.

The contractor or bidder certifies that it, or any affiliate, is not barred from being awarded a contract under 30 ILCS 500. Section 50-11 prohibits a person from entering into a contract with a State agency if it knows or should know that it, or any affiliate, is delinquent in the payment of any debt to the State as defined by the Debt Collection Board. Section 50-12 prohibits a person from entering into a contract with a State agency if it, or any affiliate, has failed to collect and remit Illinois Use Tax on all sales of tangible personal property into the State of Illinois in accordance with the provisions of the Illinois Use Tax Act. The contractor further acknowledges that the contracting State agency may declare the contract void if this certification is false or if the contractor, or any affiliate, is determined to be delinquent in the payment of any debt to the State during the term of the contract.

RETURN WITH BID

H. Sarbanes-Oxley Act of 2002

1. The Illinois Procurement Code provides:

Section 50-60(c).

The contractor certifies in accordance with 30 ILCS 500/50-10.5 that no officer, director, partner or other managerial agent of the contracting business has been convicted of a felony under the Sarbanes-Oxley Act of 2002 or a Class 3 or Class 2 felony under the Illinois Securities Law of 1953 for a period of five years prior to the date of the bid or contract. The contractor acknowledges that the contracting agency shall declare the contract void if this certification is false.

I. Section 42 of the Environmental Protection Act

The contractor certifies in accordance with 30 ILCS 500/50-12 that the bidder or contractor is not barred from being awarded a contract under this Section which prohibits the bidding on or entering into contracts with the State of Illinois or a State agency by a person or business found by a court or the Pollution Control Board to have committed a willful or knowing violation of Section 42 of the Environmental Protection Act for a period of five years from the date of the order. The contractor acknowledges that the contracting agency may declare the contract void if this certification is false.

RETURN WITH BID

IV. DISCLOSURES

A. The disclosures hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder. The Department may terminate the contract if it is later determined that the bidder rendered a false or erroneous disclosure, and the surety providing the performance bond shall be responsible for completion of the contract.

B. Financial Interests and Conflicts of Interest

1. Section 50-35 of the Illinois Procurement Code provides that all bids of more than \$10,000 shall be accompanied by disclosure of the financial interests of the bidder. This disclosed information for the successful bidder, will be maintained as public information subject to release by request pursuant to the Freedom of Information Act.

The financial interests to be disclosed shall include ownership or distributive income share that is in excess of 5%, or an amount greater than 60% of the annual salary of the Governor, of the bidding entity or its parent entity, whichever is less, unless the contractor or bidder is a publicly traded entity subject to Federal 10K reporting, in which case it may submit its 10K disclosure in place of the prescribed disclosure. The disclosure shall include the names, addresses, and dollar or proportionate share of ownership of each person making the disclosure, their instrument of ownership or beneficial relationship, and notice of any potential conflict of interest resulting from the current ownership or beneficial interest of each person making the disclosure having any of the relationships identified in Section 50-35 and on the disclosure form.

In addition, all disclosures shall indicate any other current or pending contracts, proposals, leases, or other ongoing procurement relationships the bidding entity has with any other unit of state government and shall clearly identify the unit and the contract, proposal, lease, or other relationship.

2. Disclosure Forms. Disclosure Form A is attached for use concerning the individuals meeting the above ownership or distributive share requirements. Subject individuals should be covered each by one form. In addition, a second form (Disclosure Form B) provides for the disclosure of current or pending procurement relationships with other (non-IDOT) state agencies. **The forms must be included with each bid or incorporated by reference.**

C. Disclosure Form Instructions

Form A: For bidders that have previously submitted the information requested in Form A

The Department has retained the Form A disclosures submitted by all bidders responding to these requirements for the April 24, 1998 or any subsequent letting conducted by the Department. The bidder has the option of submitting the information again or the bidder may sign the following certification statement indicating that the information previously submitted by the bidder is, as of the date of signature, current and accurate. The Certification must be signed and dated by a person who is authorized to execute contracts for the bidding company. Before signing this certification, the bidder should carefully review its prior submissions to ensure the Certification is correct. If the Bidder signs the Certification, the Bidder should proceed to Form B instructions.

CERTIFICATION STATEMENT

I have determined that the Form A disclosure information previously submitted is current and accurate, and all forms are hereby incorporated by reference in this bid. Any necessary additional forms or amendments to previously submitted forms are attached to this bid.

(Bidding Company)

Name of Authorized Representative (type or print)

Title of Authorized Representative (type or print)

Signature of Authorized Representative

Date

Form A: For bidders who have NOT previously submitted the information requested in Form A

If the bidder is a publicly traded entity subject to Federal 10K reporting, the 10K Report may be submitted to meet the requirements of Form A. If a bidder is not subject to Federal 10K reporting, the bidder must determine if any individuals are required by law to complete a financial disclosure form. To do this, the bidder should answer each of the following questions. A "YES" answer indicates Form A must be completed. If the answer to each of the following questions is "NO", then the NOT APPLICABLE STATEMENT on the second page of Form A must be signed and dated by a person that is authorized to execute contracts for the bidding company. Note These questions are for assistance only and are not required to be completed.

1. Does anyone in your organization have a direct or beneficial ownership share of greater than 5% of the bidding entity or parent entity? YES _____ NO _____
2. Does anyone in your organization have a direct or beneficial ownership share of less than 5%, but which has a value greater than \$87,526.20? YES _____ NO _____
3. Does anyone in your organization receive more than \$87,526.20 of the bidding entity's or parent entity's distributive income? (Note: Distributive income is, for these purposes, any type of distribution of profits. An annual salary is not distributive income.) YES _____ NO _____
4. Does anyone in your organization receive greater than 5% of the bidding entity's or parent entity's total distributive income, but which is less than \$87,526.20? YES _____ NO _____

(Note: Only one set of forms needs to be completed per person per bid even if a specific individual would require a yes answer to more than one question.)

A "YES" answer to any of these questions requires the completion of Form A. The bidder must determine each individual in the bidding entity or the bidding entity's parent company that would cause the questions to be answered "Yes". Each form must be signed and dated by a person that is authorized to execute contracts for your organization. **Photocopied or stamped signatures are not acceptable.** The person signing can be, but does not have to be, the person for which the form is being completed. The bidder is responsible for the accuracy of any information provided.

If the answer to each of the above questions is "NO", then the NOT APPLICABLE STATEMENT on page 2 of Form A must be signed and dated by a person that is authorized to execute contracts for your company.

Form B: Identifying Other Contracts & Procurement Related Information Disclosure Form B must be completed for each bid submitted by the bidding entity. It must be signed by an individual who is authorized to execute contracts for the bidding entity. *Note: Signing the NOT APPLICABLE STATEMENT on Form A does not allow the bidder to ignore Form B. Form B must be completed, signed and dated or the bidder may be considered nonresponsive and the bid will not be accepted.*

The Bidder shall identify, by checking Yes or No on Form B, whether it has any pending contracts (including leases), bids, proposals, or other ongoing procurement relationship with any other (non-IDOT) State of Illinois agency. If "No" is checked, the bidder only needs to complete the signature box on the bottom of Form B. If "Yes" is checked, the bidder must do one of the following:

Option I: If the bidder did not submit an Affidavit of Availability to obtain authorization to bid, the bidder must list all non-IDOT State of Illinois agency pending contracts, leases, bids, proposals, and other ongoing procurement relationships. These items may be listed on Form B or on an attached sheet(s). Do not include IDOT contracts. Contracts with cities, counties, villages, etc. are not considered State of Illinois agency contracts and are not to be included. Contracts with other State of Illinois agencies such as the Department of Natural Resources or the Capital Development Board must be included. Bidders who submit Affidavits of Availability are suggested to use Option II.

Option II: If the bidder is required and has submitted an Affidavit of Availability in order to obtain authorization to bid, the bidder may write or type "See Affidavit of Availability" which indicates that the Affidavit of Availability is incorporated by reference and includes all non-IDOT State of Illinois agency pending contracts, leases, bids, proposals, and other ongoing procurement relationships. For any contracts that are not covered by the Affidavit of Availability, the bidder must identify them on Form B or on an attached sheet(s). These might be such things as leases.

D. Bidders Submitting More Than One Bid

Bidders submitting multiple bids may submit one set of forms consisting of all required Form A disclosures and one Form B for use with all bids. Please indicate in the space provided below the bid item that contains the original disclosure forms and the bid items which incorporate the forms by reference.

- The bid submitted for letting item _____ contains the Form A disclosures or Certification Statement and the Form B disclosures. The following letting items incorporate the said forms by reference:

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

**Form A
Financial Information &
Potential Conflicts of Interest
Disclosure**

Contractor Name		
Legal Address		
City, State, Zip		
Telephone Number		Fax Number (if available)

Disclosure of the information contained in this Form is required by the Section 50-35 of the Illinois Procurement Code (30 ILCS 500). Vendors desiring to enter into a contract with the State of Illinois must disclose the financial information and potential conflict of interest information as specified in this Disclosure Form. This information shall become part of the publicly available contract file. This Form A must be completed for bids in excess of \$10,000, and for all open-ended contracts. **A publicly traded company may submit a 10K disclosure in satisfaction of the requirements set forth in Form A. See Disclosure Form Instructions.**

DISCLOSURE OF FINANCIAL INFORMATION

1. Disclosure of Financial Information. The individual named below has an interest in the BIDDER (or its parent) in terms of ownership or distributive income share in excess of 5%, or an interest which has a value of more than \$87,526.20 (60% of the Governor’s salary as of 10/1/2000). **(Make copies of this form as necessary and attach a separate Disclosure Form A for each individual meeting these requirements)**

FOR INDIVIDUAL (type or print information)	
NAME:	_____
ADDRESS	_____
Type of ownership/distributable income share:	
stock _____	sole proprietorship _____
partnership _____	other: (explain on separate sheet): _____
% or \$ value of ownership/distributable income share: _____	

2. Disclosure of Potential Conflicts of Interest. Check “Yes” or “No” to indicate which, if any, of the following potential conflict of interest relationships apply. If the answer to any question is “Yes”, please attach additional pages and describe.

(a) State employment, currently or in the previous 3 years, including contractual employment of services.
Yes _____ No _____

(b) State employment of spouse, father, mother, son, or daughter, including contractual employment for services in the previous 2 years.
Yes _____ No _____

(c) Elective status; the holding of elective office of the State of Illinois, the government of the United States, any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois currently or in the previous 3 years.
Yes _____ No _____

(d) Relationship to anyone holding elective office currently or in the previous 2 years; spouse, father, mother, son, or daughter
Yes _____ No _____

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(e) Appointive office; the holding of any appointive government office of the State of Illinois, the United States of America, or any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois, which office entitles the holder to compensation in excess of the expenses incurred in the discharge of that office currently or in the previous 3 years.

Yes _____ No _____

(f) Relationship to anyone holding appointive office currently or in the previous 2 years; spouse, father, mother, son, or daughter.

Yes _____ No _____

(g) Employment, currently or in the previous 3 years, as or by any registered lobbyist of the State government.

Yes _____ No _____

(h) Relationship to anyone who is or was a registered lobbyist in the previous 2 years; spouse, father, mother, son, or daughter.

Yes _____ No _____

(i) Compensated employment, currently or in the previous 3 years, by any registered election or reelection committee registered with the Secretary of State or any county clerk of the State of Illinois, or any political action committee registered with either the Secretary of State or the Federal Board of Elections.

Yes _____ No _____

(j) Relationship to anyone; spouse, father, mother, son, or daughter; who was a compensated employee in the last 2 years by any registered election or re-election committee registered with the Secretary of State or any county clerk of the State of Illinois, or any political action committee registered with either the Secretary of State or the Federal Board of Elections.

Yes _____ No _____

APPLICABLE STATEMENT

This Disclosure Form A is submitted on behalf of the INDIVIDUAL named on previous page.

Completed by:

Name of Authorized Representative (type or print)

Completed by:

Title of Authorized Representative (type or print)

Completed by:

Signature of Individual or Authorized Representative

Date

NOT APPLICABLE STATEMENT

I have determined that no individuals associated with this organization meet the criteria that would require the completion of this Form A.

This Disclosure Form A is submitted on behalf of the CONTRACTOR listed on the previous page.

Name of Authorized Representative (type or print)

Title of Authorized Representative (type or print)

Signature of Authorized Representative

Date

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

**Form B
Other Contracts &
Procurement Related Information
Disclosure**

Contractor Name		
Legal Address		
City, State, Zip		
Telephone Number		Fax Number (if available)

Disclosure of the information contained in this Form is required by the Section 50-35 of the Illinois Procurement Act (30 ILCS 500). This information shall become part of the publicly available contract file. This Form B must be completed for bids in excess of \$10,000, and for all open-ended contracts.

DISCLOSURE OF OTHER CONTRACTS AND PROCUREMENT RELATED INFORMATION

1. Identifying Other Contracts & Procurement Related Information. The BIDDER shall identify whether it has any pending contracts (including leases), bids, proposals, or other ongoing procurement relationship with any other State of Illinois agency: Yes _____ No _____

If “No” is checked, the bidder only needs to complete the signature box on the bottom of this page.

2. If “Yes” is checked. Identify each such relationship by showing State of Illinois agency name and other descriptive information such as bid or project number (attach additional pages as necessary). SEE DISCLOSURE FORM INSTRUCTIONS:

THE FOLLOWING STATEMENT MUST BE SIGNED

Name of Authorized Representative (type or print)	

Title of Authorized Representative (type or print)	
_____	_____
Signature of Authorized Representative	Date

RETURN WITH BID

SPECIAL NOTICE TO CONTRACTORS

The following requirements of the Illinois Department of Human Rights' Rules and Regulations are applicable to bidders on all construction contracts advertised by the Illinois Department of Transportation:

CONSTRUCTION EMPLOYEE UTILIZATION PROJECTION

- (a) All bidders on construction contracts shall complete and submit, along with and as part of their bids, a Bidder's Employee Utilization Form (Form BC-1256) setting forth a projection and breakdown of the total workforce intended to be hired and/or allocated to such contract work by the bidder including a projection of minority and female employee utilization in all job classifications on the contract project.
- (b) The Department of Transportation shall review the Employee Utilization Form, and workforce projections contained therein, of the contract awardee to determine if such projections reflect an underutilization of minority persons and/or women in any job classification in accordance with the Equal Employment Opportunity Clause and Section 7.2 of the Illinois Department of Human Rights' Rules and Regulations for Public Contracts adopted as amended on September 17, 1980. If it is determined that the contract awardee's projections reflect an underutilization of minority persons and/or women in any job classification, it shall be advised in writing of the manner in which it is underutilizing and such awardee shall be considered to be in breach of the contract unless, prior to commencement of work on the contract project, it submits revised satisfactory projections or an acceptable written affirmative action plan to correct such underutilization including a specific timetable geared to the completion stages of the contract.
- (c) The Department of Transportation shall provide to the Department of Human Rights a copy of the contract awardee's Employee Utilization Form, a copy of any required written affirmative action plan, and any written correspondence related thereto. The Department of Human Rights may review and revise any action taken by the Department of Transportation with respect to these requirements.

RETURN WITH BID

PART II. WORKFORCE PROJECTION - continued

- B. Included in "Total Employees" under Table A is the total number of **new hires** that would be employed in the event the undersigned bidder is awarded this contract.

The undersigned bidder projects that: (number) _____ new hires would be recruited from the area in which the contract project is located; and/or (number) _____ new hires would be recruited from the area in which the bidder's principal office or base of operation is located.

- C. Included in "Total Employees" under Table A is a projection of numbers of persons to be employed directly by the undersigned bidder as well as a projection of numbers of persons to be employed by subcontractors.

The undersigned bidder estimates that (number) _____ persons will be directly employed by the prime contractor and that (number) _____ persons will be employed by subcontractors.

PART III. AFFIRMATIVE ACTION PLAN

- A. The undersigned bidder understands and agrees that in the event the foregoing minority and female employee utilization projection included under **PART II** is determined to be an underutilization of minority persons or women in any job category, and in the event that the undersigned bidder is awarded this contract, he/she will, prior to commencement of work, develop and submit a written Affirmative Action Plan including a specific timetable (geared to the completion stages of the contract) whereby deficiencies in minority and/or female employee utilization are corrected. Such Affirmative Action Plan will be subject to approval by the contracting agency and the **Department of Human Rights**.
- B. The undersigned bidder understands and agrees that the minority and female employee utilization projection submitted herein, and the goals and timetable included under an Affirmative Action Plan if required, are deemed to be part of the contract specifications.

Company _____ Telephone Number _____

 Address _____

NOTICE REGARDING SIGNATURE

The Bidder's signature on the Proposal Signature Sheet will constitute the signing of this form. The following signature block needs to be completed only if revisions are required.

Signature: _____ Title: _____ Date: _____

- Instructions: All tables must include subcontractor personnel in addition to prime contractor personnel.
- Table A - Include both the number of employees that would be hired to perform the contract work and the total number currently employed (Table B) that will be allocated to contract work, and include all apprentices and on-the-job trainees. The "Total Employees" column should include all employees including all minorities, apprentices and on-the-job trainees to be employed on the contract work.
 - Table B - Include all employees currently employed that will be allocated to the contract work including any apprentices and on-the-job trainees currently employed.
 - Table C - Indicate the racial breakdown of the total apprentices and on-the-job trainees shown in Table A.

RETURN WITH BID

CERTIFICATIONS REQUIRED BY STATE AND/OR FEDERAL LAW. The bidder is required by State and/or Federal law to make the below certifications and assurances as a part of the proposal and contract upon award. It is understood by the bidder that the certifications and assurances made herein are a part of the contract.

By signing the Proposal Signature Sheet, the bidder certifies that he/she has read and completed each of the following certifications and assurances, that required responses are true and correct and that the certified signature of the Proposal Signature Sheet constitutes an endorsement and execution of each certification and assurance as though each was individually signed:

A. By the execution of this proposal, the signing bidder certifies that the bidding entity has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action, in restraint of free competitive bidding in connection with the submitted bid. This statement made by the undersigned bidder is true and correct under penalty of perjury under the laws of the United States.

B. **CERTIFICATION, EQUAL EMPLOYMENT OPPORTUNITY:**

1. Have you participated in any previous contracts or subcontracts subject to the equal opportunity clause.
YES _____ NO _____

2. If answer to #1 is yes, have you filed with the Joint Reporting Committee, the Director of OFCC, any Federal agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements of those organizations? YES _____ NO _____

C. **BUY AMERICAN - STEEL AND MANUFACTURED PRODUCTS FOR CONSTRUCTION CONTRACTS (JAN 1991)**

(a) The Aviation Safety and Capacity Expansion Act of 1990 provides that preference be given to steel and manufactured products produced in the United States when funds are expended pursuant to a grant issued under the Airport Improvement Program. The following terms apply:

1. Steel and manufactured products. As used in this clause, steel and manufactured products include (1) steel produced in the United States or (2) a manufactured product produced in the United States, if the cost of its components mined, produced or manufactured in the United States exceeds 60 percent of the cost of all its components and final assembly has taken place in the United States. Components of foreign origin of the same class or kind as the products referred to in subparagraphs (b)(1) or (2) shall be treated as domestic.

2. Components. As used in this clause, components means those articles, materials, and supplies incorporated directly into steel and manufactured products.

3. Cost of Components. This means the costs for production of the components, exclusive of final assembly labor costs.

(b) The successful bidder will be required to assure that only domestic steel and manufactured products will be used by the Contractor, subcontractors, materialmen, and suppliers in the performance of this contract, except those-

- (1) that the U.S. Department of Transportation has determined, under the Aviation Safety and Capacity Expansion Act of 1990, are not produced in the United States in sufficient and reasonably available quantities of a satisfactory quality;

- (2) that the U.S. Department of Transportation has determined, under the Aviation Safety and Capacity Expansion Act of 1990, that domestic preference would be inconsistent with the public interest; or

- (3) that inclusion of domestic material will increase the cost of the overall project contract by more than 25 percent.

(End of Clause)

RETURN WITH BID

D. BUY AMERICAN CERTIFICATE (JAN 1991)

By submitting a bid/proposal under this solicitation, except for those items listed by the offeror below or on a separate and clearly identified attachment to this bid/proposal, the offeror certifies that steel and each manufactured product, is produced in the United States (as defined in the clause Buy American - Steel and Manufactured Products or Buy American - Steel and Manufactured Products For Construction Contracts) and that components of unknown origin are considered to have been produced or manufactured outside the United States.

Offerors may obtain from (IDOT, Division of Aeronautics) lists of articles, materials, and supplies excepted from this provision.

PRODUCT

COUNTRY OF ORIGIN

E. 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 five or more acres total land area.

The undersigned 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).

F. NON-APPROPRIATION CLAUSE

By submitting a bid/proposal under this solicitation the offeror certifies that he/she understands that obligations of the State will cease immediately without penalty or further payment being required in any fiscal year the Illinois General Assembly fails to appropriate or otherwise make available sufficient funds for this contract.

G. Contractor is not delinquent in the payment of any debt to the State (or if delinquent has entered into a deferred payment plan to pay the debt), and Contractor acknowledges the contracting state agency may declare the contract void if this certification is false (30 ILCS 500/50-11, effective July 1, 2002).

RETURN WITH BID

NOTICE TO BIDDERS

1. **TIME AND PLACE OF OPENING BIDS.** Sealed proposals for the improvement described herein will be received by the Department of Transportation at the Harry R. Hanley Building, 2300 South Dirksen Parkway in Springfield, Illinois until 10:00 o'clock a.m., June 16, 2006. All bids will be gathered, sorted, publicly opened and read in the auditorium at the Department of Transportation's Harry R. Hanley Building shortly after the 10:00 a.m. cut off time.
2. **DESCRIPTION OF WORK.** The proposed improvement, shown in detail on the plans issued by the Department includes, in general, the following described work:

Remove & Regrade Runway End 2; Extend Taxiway A; Widen Taxiways A & C.
3. **INSTRUCTIONS TO BIDDERS.** (a) This Notice, the invitation for bids, proposal and award shall, together with all other documents in accordance with Article 10-15 of the Illinois Standard Specifications for Construction of Airports, 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 to the lowest responsive and responsible bidder considering conformity with the terms and conditions established by the Department in the proposal 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.** There will be a pre-bid conference held at 10:00 a.m. on June 5, 2006 at the DeKalb-Taylor Municipal Airport administration building. For engineering information, contact Chuck Hagloch of Hanson Professional Services, Inc. at (217) 747-9376.
6. **DISADVANTAGED BUSINESS POLICY.** The DBE goal for this contract is 12.0%.
7. **SPECIFICATIONS AND DRAWINGS.** The work shall be done in accordance with the Illinois Standard Specifications for Construction of Airports, the Illinois Division of Aeronautics Supplemental Specifications and Recurring Special Provisions, the Special Provisions dated March 24, 2006 and the Construction Plans dated April 14, 2006 as approved by the Department of Transportation, Division of Aeronautics.

RETURN WITH BID

- 8. INSPECTION OF RECORDS.** The Contractor shall maintain an acceptable cost accounting system. The Sponsor, the FAA, and the Comptroller General of the United States shall have access to any books, documents, paper, and records of the Contractor which are directly pertinent to the specific contract for the purposes of making an audit, examination, excerpts, and transcriptions. The Contractor shall maintain all required records for three years after the Sponsor makes final payment and all other pending matters are closed.
- 9. RIGHTS TO INVENTIONS.** All rights to inventions and materials generated under this contract are subject to Illinois law and to regulations issued by the FAA and the Sponsor of the Federal grant under which this contract is executed. Information regarding these rights is available from the FAA and the Sponsor.
- 10. TERMINATION OF CONTRACT.**
1. The Sponsor may, by written notice, terminate this contract in whole or in part at any time, either for the Sponsor's convenience or because of failure to fulfill the contract obligations. Upon receipt of such notice services shall be immediately discontinued (unless the notice directs otherwise) and all materials as may have been accumulated in performing this contract, whether completed or in progress, delivered to the Sponsor.
 2. If the termination is for the convenience of the Sponsor, an equitable adjustment in the contract price shall be made, but no amount shall be allowed for anticipated profit on unperformed services.
 3. If the termination is due to failure to fulfill the Contractor's obligations, the Sponsor may take over the work and prosecute the same to completion by contract or otherwise. In such case, the Contractor shall be liable to the Sponsor for any additional cost occasioned to the Sponsor thereby.
 4. If, after notice of termination for failure to fulfill contract obligations, it is determined that the Contractor had not so failed, the termination shall be deemed to have been effected for the convenience of the Sponsor. In such event, adjustment in the contract price shall be made as provided in paragraph 2 of this clause.
 5. The rights and remedies of the sponsor provided in this clause are in addition to any other rights and remedies provided by law or under this contract.

RETURN WITH BID

11. 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.

12. 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 170 calendar days and is based on anticipated notice-to-proceed date of June 31, 2006.

13. 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.

14. 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.

RETURN WITH BID

PROPOSAL SIGNATURE SHEET

The undersigned bidder hereby makes and submits this bid on the subject Proposal, thereby assuring the Department that all requirements of the Invitation for Bids and rules of the Department have been met, that there is no misunderstanding of the requirements of paragraph 4 of this Proposal, and that the contract will be executed in accordance with the rules of the Department if an award is made on this bid.

Firm Name _____

(IF AN INDIVIDUAL)

Signature of Owner _____

Business Address _____

Firm Name _____

By _____

(IF A CO-PARTNERSHIP)

Business Address _____

Name and Address of All Members of the Firm:

Corporate Name _____

Corporate Seal

By _____

President

(IF A CORPORATION)

Attest _____

Corporate Secretary

Business Address _____

Name of Corporate Officers:

President Corporate Secretary Treasurer

NOTARY CERTIFICATION

STATE OF ILLINOIS,

ALL SIGNATURES MUST BE NOTARIZED

COUNTY OF _____

I, _____, a Notary Public in and for said county, do hereby certify that _____

AND _____

(Insert names of individual(s) signing on behalf of bidder)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of the bidder, appeared before me this day in person and acknowledged that they signed, sealed, and delivered said instrument as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this _____ day of _____, A.D. _____

My commission expires _____ (Seal)

Notary Public

Item No. 9A
Letting Date: June 16, 2006

Airport: DeKalb-Taylor Municipal Airport
Ill. Proj. No. DKB-3448
Fed. Proj. No. 3-17-0139-B43

KNOW ALL MEN BY THESE PRESENTS. that we, _____, as PRINCIPAL, and _____, as SURETY are held and firmly bound unto the, hereinafter called the SPONSOR, in the penal sum of 5 percent of the total bid price or of the amount specified in Section 6, PROPOSAL GUARANTEE of the Proposal Document, whichever is the lesser sum, well and truly to be paid unto the said SPONSOR, for the payment of which we bind ourselves, our heirs, executors, administrators, successors, and assigns.

THE CONDITION OF THIS OBLIGATION IS SUCH, that whereas the PRINCIPAL has submitted a Bid Proposal to the SPONSOR through its AGENT, the State of Illinois, Department of Transportation, Division of Aeronautics, for the improvement designated by the Transportation Bulletin Item Number and Letting Date indicated above;

NOW, THEREFORE, if the SPONSOR through its AGENT shall accept the Bid Proposal of the PRINCIPAL; and if PRINCIPAL shall within the time and as specified in the Bidding and Contract Documents, submit the DBE Utilization Plan that is acceptable and approved by the AGENT, and if after the award, the PRINCIPAL shall enter into a contract in accordance with the terms of the Bidding and Contract Documents including evidence of insurance coverage's and providing such bond as specified with good and sufficient surety for the faithful performance of such contract and for prompt payment of labor and material furnished in the prosecution thereof; or if, in the event of the failure of the PRINCIPAL to make the required DBE submission or to enter into such contract and to give the specified bond, the PRINCIPAL pays to the SPONSOR the difference not to exceed the penalty hereof between the amount in the Bid Proposal and such larger amount for which the SPONSOR may contract with another party to perform the work covered by said Proposal Document, then, this obligation to be void; otherwise to remain in full force and effect.

IN THE EVENT the SPONSOR acting through its AGENT determines the PRINCIPAL has failed to comply with any requirement as set forth in the preceding paragraph, then the SURETY shall pay the penal sum to the SPONSOR within fifteen (15) days of written demand therefor. If the SURETY does not make full payment within such period of time, the AGENT may bring an action to collect the amount owed. The SURETY is liable to the SPONSOR and to the AGENT for all its expenses, including attorney's fees, incurred in any litigation in which SPONSOR or AGENT prevail either in whole or in part.

IN WITNESS WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by

their respective officers this _____ day of _____ A.D., 20 ____.

PRINCIPAL

SURETY

(Company Name)

(Company Name)

By: _____
(Signature & Title)

By: _____
(Signature of Attorney-in-Fact)

Notary Certification for Principal and Surety

State of Illinois)
) ss:
County of _____)

I, _____, a Notary Public in and for said County, do hereby certify that _____ and _____
(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL and SURETY, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instrument as their free and voluntary act for uses and purposes therein set forth.

Given under my hand and notary seal this _____ day of _____ A.D., 20 ____

My commission expires _____
(Notary Public)

In lieu of completing the above section of the Proposal Bid Form, the PRINCIPAL may file an Electronic Bid Bond. By signing below, the PRINCIPAL is ensuring the identified electronic bid bond has been executed and the PRINCIPAL and SURETY are firmly bound to the SPONSOR through its AGENT under the conditions of the Bid Bond as shown above.

Electronic Bid Bond ID# _____

Company/Bidder Name _____

Signature and Title _____
Form D.E. (Rev. 12-2001)



PROPOSALS

for construction work advertised for bids by the
Illinois Department of Transportation

Item No.	Item No.	Item No.

Submitted By:

Name:
Address:
Phone No.

Bidders should affix this form to the front of a 10" x 13" envelope and use that envelope for the submittal of bids. If proposals are mailed, they should be enclosed in a second or outer envelope addressed to:

Engineer of Design and Environment - Room 323
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

CONTRACTOR OFFICE COPY OF CONTRACT SPECIFICATIONS

NOTICE

None of the following material needs to be returned with the bid package unless the special provisions require documentation and/or other information to be submitted.



Illinois Department of Transportation

CONTRACT REQUIREMENTS

(1) Airport Improvement Program projects. The work in this contract is included in the federal Airport Improvement Program and is being undertaken and accomplished by the Illinois Department of Transportation, Division of Aeronautics and the Municipality, hereinafter called the Co-Sponsors, in accordance with the terms and conditions of a Grant Agreement between the Co-Sponsors and the United States, under the Airport and Airway Improvement Act of 1982 (Public Law 97-248; Title V, Section 501 et seq., September 3, 1982; 96 Stat. 671; codified at 49 U.S.C Section 2201 et seq.) and Part 152 of the Federal Aviation Regulations (14 CFR Part 152), pursuant to which the United States has agreed to pay a certain percentage of the costs of the Project that are determined to be allowable Project costs under the Act. The United States is not a party to this contract and no reference in this contract to FAA or representative thereof, or to any rights granted to the FAA or any representative thereof, or the United States, by the contract, makes the United States a party to this contract.

(2) Consent of Assignment. The Contractor shall obtain the prior written consent of the Co-Sponsors to any proposed assignment of any interest in or part of this contract.

(3) Convict Labor. No convict labor may be employed under this contract.

(4) Veterans Preference. In the employment of labor, except in executive, administrative, and supervisory positions, preference shall be given to veterans of the Vietnam era and disabled veterans as defined in Section 515(c) of the Airport and Airway Improvement Act of 1982. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

(5) Withholding: Sponsor from Contractor. Whether or not payments or advances to the Co-Sponsors are withheld or suspended by the FAA, the Co-Sponsors may withhold or cause to be withheld from the Contractor so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics employed by the Contractor or any subcontractor on the work the full amount of wages required by this contract.

(6) Nonpayment of Wages. If the Contractor or subcontractor fails to pay any laborer or mechanic employed or working on the site of the work any of the wages required by this contract the Co-Sponsors may, after written notice to the Contractor, take such action as may be necessary to cause the suspension of any further payment or advance of funds until the violations cease.

(7) FAA Inspection and Review. The Contractor shall allow any authorized representative of the FAA to inspect and review any work or materials used in the performance of this contract.

(8) Subcontracts. The Contractor shall insert in each of his subcontracts the provisions contained in Paragraphs (1), (3), (4), (5), (6), and (7) above and also a clause requiring the subcontractors to include these provisions in any lower tier subcontracts which they may enter into, together with a clause requiring this insertion in any further subcontracts that may in turn be made.

(9) Contract Termination. A breach of Paragraph (6), (7), and (8) above may be grounds for termination of the contract.

PROVISIONS REQUIRED BY THE REGULATIONS OF THE SECRETARY OF LABOR 29 CFR 5.5

(a) Contract Provisions and Related Matters.

(1) Minimum Wages.

Revised 1/92

(i) All laborers and mechanics employed or working upon the site of the work will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR Part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the Contractor and such laborers and mechanics. Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provision of paragraph (a)(1)(iv) of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in paragraph 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph (a)(1)(ii) of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the Contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

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

- (1) The work to be performed by the classification requested is not performed by a classification in the wage determination; and
- (2) The classification is utilized in the area by the construction industry; and
- (3) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(ii)(B) If the Contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, D.C. 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary. (Approved by the Office of Management and Budget under OMB control number 1215-0140).

(ii)(C) In the event the Contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary. (Approved by the Office of Management and Budget under OMB control number 1215-0140).

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

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

(iv) If the Contractor does not make payments to a trustee or other third person, the Contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, provided, that the Secretary of Labor has found, upon the written request of the Contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the Contractor to set aside in a separate account assets for the meeting of obligations under the plan or program. (Approved by the Office of Management and Budget under OMB control number 1215-0140).

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

(3) Payrolls and basic records.

(i) Payrolls and basic records relating thereto shall be maintained by the Contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such work, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the Contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs. (Approved by the Office Management and Budget under OMB control numbers 1215-0140 and 1215-0017).

(ii)(A) The Contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the Contractor will submit the payrolls to the applicant, sponsor, or owner, as the case may be, for transmission to the Federal Aviation Administration. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under paragraph 5.5(a)(3)(i) of Regulations, 29 CFR Part 5. This information may be submitted in any form desired.

Optional Form WH-347 is available for this purpose and may be purchased from the Superintendent of Documents (Federal Stock Number 029-005-00014-1), U.S. Government Printing Office, Washington, D.C. 20402. The prime Contractor is responsible for the submission of copies of payrolls by all subcontractors. (Approved by the Office of Management and Budget under OMB control number 1215-0149).

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

(1) That the payroll for the payroll period contains the information required to be maintained under paragraph 5.5(a)(3)(i) of Regulations, 29 CFR Part 5 and that such information is correct and complete;

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

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

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

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

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

(4) Apprentices and Trainees

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

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

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

(5) Compliance with Copeland Act requirements. The Contractor shall comply with the requirements of 29 CFR Part 3, which are incorporated by reference in this contract.

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

(7) Contract determination: debarment. A breach of these contract clauses paragraphs (a)(1) through (10) and the 2nd clause (b)(1) through (5) below may be grounds for termination of the contract and for debarment as a Contractor and a subcontractor as provided in 29 CFR 5.12.

(8) Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR Parts 1, 3, and 5 are herein incorporated by referenced in this contract.

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

(10) Certification of Eligibility.

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

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

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

(b) Contract Work Hours and Safety Standards Act. The Agency Head shall cause or require the contracting officer to insert the following clauses set forth in paragraphs (b)(1), (2), (3), (4) and (5) of this section in full in AIP construction contracts in excess of \$2,000. These clauses shall be inserted in addition to the clauses required by paragraph 5.5(a) or paragraph 4.6 of Part 4 of this title. As used in this paragraph, the terms "laborers" and "mechanics" include watchmen and guards.

(1) Overtime requirements: No Contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen or guards (including apprentices and trainees described in paragraphs 5 and 6 above) shall require or permit any laborer, mechanic, watchman or guard in any workweek in which he/she is employed on such work, to work in excess of 40 hours in such workweek unless such laborer, mechanic, watchman or guard receives compensation at a rate not less than one and one-half times his/her basic rate of pay for all hours worked in excess of 40 hours in such workweek.

(2) Violations: Liability for Unpaid Wages; Liquidated Damages: In the event of any violation of the clause set forth in subparagraph (1) of this paragraph, the Contractor and any subcontractor responsible therefore shall be liable to any affected employee for his/her unpaid wages. In addition, such Contractor and subcontractor shall be liable to the United States (in case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman or guard employed in violation of the clause set forth in subparagraph (1) of this paragraph, in the sum of \$10.00 for each calendar day on which such employee was required or permitted to work in excess of the standard workweek of 40 hours without payment of the overtime wages required by the clause set forth in subparagraph (1) of this paragraph.

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

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

(5) Working Conditions. No Contractor or subcontractor may require any laborer or mechanic employed in the performance of any contract to work in surroundings or under working conditions that are unsanitary, hazardous, or dangerous to his health or safety as determined under construction safety and health standards (29 CFR 1926) issued by Department of Labor.

(c) In addition to the clauses contained in paragraph (b), in any contract subject only to the Contract Work Hours and Safety Standards Act and not to any of the other statutes cited in paragraph 5.1, the Agency Head shall cause or require the contracting officer to insert a clause requiring that the Contractor or subcontractor shall maintain payrolls and basic payroll records during the course of the work and shall preserve them for a period of three years from the completion of the contract for all laborers and mechanics, including guards and watchmen, working on the contract. Such records shall contain the name and address of each such employee, social security number, correct classifications, hourly rates of wages paid, daily and weekly number of hours worked, deductions made, and actual wages paid. Further, the Agency Head shall cause or require the contracting officer to insert in any such contract a clause providing that the records to be maintained under this paragraph shall be made available by the Contractor or subcontractor for inspection, copying, or transcription by authorized representatives of the (write the name of agency) and the Department of Labor, and the Contractor or subcontractor will permit such representatives to interview employees during working hours on the job. (Approved by the Office of Management and Budget under OMB control numbers 1215-0140 and 1215-0017).

FEDERAL REGULATIONS VOL. 40, #74,
WEDNESDAY, APRIL 16, 1975, PAGE 17124,
ADMINISTRATION OF THE CLEAR AIR ACT
& WATER POLLUTION CONTROL ACT
(with respect to Federal Grants)

In connection with the administration of the Clean Air Act and the Water Pollution Control Act with respect to Federal Grants, specific requirements have been imposed of any contract which is not exempt under the provisions of 40 CFR 15.5.

(1) Any facility listed on the EPA List of Violating Facilities pursuant to Paragraph 15.20 of 40 CFR as of the date of the contract award will not be utilized in the performance of any non-exempt contract or subcontract.

(2) The Contractor shall comply with all the requirements of Section 114 of the Clean Air Act, as amended, 42 USC 1857 et seq. and Section 308 of the Federal Water Pollution Control Act, as amended, 33 USC 1251 et seq. relating to inspection, monitoring, entry, reports and information, as well as all other requirements specified in Section 114 and Section 308 of the Air Act and Water Act, respectively, and all regulations and guidelines issued thereunder after the award of the contract.

(3) Prompt notification shall be required prior to contract award to the awarding official by the Contractor who will receive the award of the receipt of any communication from the Director, Office of Federal Activities, U.S. Environmental Protection Agency, indicating that a facility to be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

(4) The Contractor shall include or cause to be included the criteria and requirements in paragraphs 1 through 4 in any non-exempt subcontract and will take such action as the Government may direct as a means of enforcing such provisions.

Attachment No. 1

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

- (1) The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.
- (2) The Contractor will, in all solicitations or advertisements for employees placed by or on the behalf of the Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.
- (3) The Contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or worker's representatives of the Contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- (4) The Contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
- (5) The Contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
- (6) In the event of the Contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the Contractor may be declared ineligible for further government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of 24 September 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of 24 September 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.
- (7) The Contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of 24 September 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as means of enforcing such provisions, including sanctions for noncompliance; provided, however, that in the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

ATTACHMENT NO. 2

EACH PRIME CONTRACTOR SHALL INSERT IN EACH SUBCONTRACT THE CERTIFICATION IN APPENDIX B, AND FURTHER, SHALL REQUIRE ITS INCLUSION IN ANY LOWER TIER SUBCONTRACT, PURCHASE ORDER, OR TRANSACTION THAT MAY IN TURN BE MADE.

- Appendix B of 49 CFR Part 29 -

This certification applies to subcontractors, material suppliers, vendors and other lower tier participants.

Appendix B--Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transactions

Instructions for Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transactions

(1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

(2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

STATE REQUIRED CONTRACT PROVISIONS
ALL FEDERAL-AID CONSTRUCTION CONTRACTS

Effective February 1, 1969
Revised January 2, 1973

The following provisions are State of Illinois requirements and are in addition to the Federal requirements.

"EQUAL EMPLOYMENT OPPORTUNITY"

In the event of the Contractor's noncompliance with any provisions of this Equal Employment Opportunity Clause, the Illinois Fair Employment Practices Act or the Fair Employment Practices Commission's Rules and Regulations for Public Contracts, the Contractor may be declared nonresponsible and therefore ineligible for future contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and the contract may be canceled or avoided 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, national origin or ancestry; 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 Commission's Rules and Regulations for Public Contracts) 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, national origin or ancestry.
- (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 Fair Employment Practices Act and the Commission's Rules and Regulations for Public Contracts. If any such labor organization or representative fails or refuses to cooperate with the Contractor in its efforts to comply with such Act and Rules and Regulations, the Contractor will promptly so notify the Illinois Fair Employment Practices Commission and the contracting agency 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 Fair Employment Practices Commission's Rules and Regulations for Public Contracts, furnish all relevant information as may from time to time be requested by the Commission or the contracting agency, and in all respects comply with the Illinois Fair Employment Practices Act and the Commission's Rules and Regulations for Public Contracts.
- (6) That it will permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency and the Illinois Fair Employment Practices Commission for purposes of investigation to ascertain compliance with the Illinois Fair Employment Practices Act and the Commission's Rules and Regulations for Public Contracts.
- (7) That it will include verbatim or by reference the provisions of paragraphs 1 through 7 of this clause in every performance subcontract as defined in Section 2.10(b) of the Commission's Rules and Regulations for Public Contracts so that such provisions will be binding upon every subcontractor; and that it will also so include the provisions or paragraphs 1, 5, 6 and 7 in every supply subcontract as defined in Section 2.10(a) of the Commission's Rules and Regulations for Public Contracts so that such provisions will be binding upon every such 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 all its subcontractors; and further it will promptly notify the contracting agency and the Illinois Fair Employment Practices Commission in the event any subcontractor fails or refuses to comply therewith. In addition, no Contractor will utilize any subcontractor declared by the Commission to be nonresponsible and therefore ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

CONSTRUCTION CONTRACT PROCUREMENT POLICIES

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SECTION 1

PROPOSAL REQUIREMENTS AND CONDITIONS

1-01 ADVERTISEMENT (Notice to Bidders). The State of Illinois shall publish the advertisement at such places and at such times as are required by local law or ordinances. The published advertisement shall state the time and place for submitting sealed proposals; a description of the proposed work; instructions to bidders as to obtaining proposal forms, plans, and specifications; proposal guaranty required; and the Owner's right to reject any and all bids.

For Federally assisted contracts the advertisement shall conform to the requirements of local laws and ordinances pertaining to letting of contracts and, in addition, shall conform to the requirements of the appropriate parts of the Federal Aviation Regulations applicable to the particular contract being advertised.

1-02 PREQUALIFICATION OF BIDDERS.

- (a) When the awarding authority is the State of Illinois, each prospective bidder, prior to being considered for issuance of any proposal forms will be required to file, on forms furnished by the Department, an experience questionnaire and a confidential financial statement in accordance with the Department's Instructions for Prequalification of Contractors. The Statement shall include a complete report of the prospective bidder's financial resources and liabilities, equipment, past record and personnel, and must be submitted at least thirty (30) days prior to the scheduled opening of bids in which the Contractor is interested.

After the Department has analyzed the submitted "Contractor's Statement of Experience and Financial Condition" and related information and has determined appropriate ratings, the Department will issue to the Contractor a "Certificate of Eligibility". The Certificate will permit the Contractor to obtain proposal forms and plans for any Department of Transportation letting on work which is within the limits of the Contractor's potential as indicated on his "Certificate of Eligibility", subject to any limitations due to present work under contract or pending award as determined from the Contractor's submitted "Affidavit of Availability". Bidders intending to consistently submit proposals shall submit a "Contractor's Statement of Experience and Financial Condition" at least once a year. However, prequalification may be changed during that period upon the submission of additional favorable reports or upon reports of unsatisfactory performance.

Before a proposal is issued, the prospective bidder will be required to furnish an "Affidavit of Availability" indicating the location and amount of all uncompleted work under contract, or pending award, either as principal or subcontractor, as well as a listing of all subcontractors and value of work sublet to others. The prospective bidder may be requested to file a statement showing the amount and condition of equipment which will be available.

Before an award is made, the bidder may be required to furnish an outline of his plans for conducting the work.

- (b) When the awarding authority for contract construction work is the County Board of a county; the Council, the City Council, or the President and Board of Trustees of a city, village or town, each prospective bidder, in evidence of his competence, shall furnish the awarding authority as a prerequisite to the release of proposal forms by the awarding authority, a certified or photostatic copy of a "Certificate of Eligibility" issued by the Department of Transportation, in accordance with Section 1-02(a).

The two low bidders must file within 24 hours after the letting a sworn affidavit, in triplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work, using the blank form made available for this affidavit. One copy shall be filed with the awarding authority and two copies with the District Highway Office.

1-03 CONTENTS OF PROPOSAL FORMS. Upon request, the Department will furnish the prequalified bidders a proposal form. This form will state the location and description of the contemplated construction and will show the estimate of the various quantities and kinds of work to be performed or materials to be furnished, and will have a schedule of items for which unit bid prices are invited. The proposal form will state the time in which work must be completed, the amount of the proposal guaranty, labor requirements, and date, time and place of the opening of proposals. The form will also include any special provisions or requirements which vary from or are not contained in these specifications.

All papers bound with or attached to the proposal form are considered a part thereof and must not be detached or altered when the proposal is submitted. Any addenda officially issued by the Department, will be considered a part of the proposal whether attached or not.

For Federally assisted contracts, the proposal shall conform to the requirements of local laws and ordinances pertaining to letting of contracts and, in addition, shall conform to the requirements of the appropriate parts of the Federal Aviation Regulations pertaining to the particular contract being let.

1-04 ISSUANCE OF PROPOSAL FORMS. The Department shall refuse to issue a proposal form for any of the following reasons:

- (a) Lack of competency and adequate machinery, plant and other equipment, as revealed by the financial statement and experience questionnaires required under Section 1-02(a).
- (b) Uncompleted work which, in the judgment of the Department, might hinder or prevent the prompt completion of additional work if awarded.
- (c) False information provided on a bidder's "Affidavit of Availability".
- (d) Failure to pay, or satisfactorily settle, all bills due for labor and material on former contracts in force at the time of issuance of proposal forms.
- (e) Failure to comply with any prequalification regulations of the Department.
- (f) Default under previous contracts.
- (g) Unsatisfactory performance record as shown by past work for the Department, judged from the standpoint of workmanship and progress.
- (h) When the Contractor is suspended from eligibility to bid at a public letting where the contract is awarded by, or require approval of, the Department.
- (i) When any agent, servant, or employee of the prospective bidder currently serves as a member, employee, or agent of a governmental body that is financially involved in the proposed work.
- (j) When any agent, servant, or employee of the prospective bidder has participated in the preparation of plans or specifications for the proposed work.

1-05 INTERPRETATION OF QUANTITIES IN BID SCHEDULE. An estimate of quantities of work to be done and materials to be furnished under these specifications is given in the proposal. It is the result of careful calculations and is believed to be correct. It is given only as a basis for comparison of proposals and the award of the contract. The Owner does not expressly or by implication agree that the actual quantities involved will correspond exactly therewith; nor shall the bidder plead misunderstanding or deception because of such estimates of quantities, or of the character, location, or other conditions pertaining to the work. Payment to the Contractor will be made only for the actual quantities of work performed or materials furnished in accordance with the plans and specifications. It is understood that the quantities may be increased or decreased as provided in the subsection titled ALTERATION OF WORK AND QUANTITIES of Section 20 of the Illinois Standard Specifications for Construction of Airports without in any way invalidating the unit bid prices.

1-06 EXAMINATION OF PLANS, SPECIFICATIONS, AND SITE. The bidder is expected to carefully examine the site of the proposed work, the proposal, plans, specifications, and contract forms. He shall satisfy himself as to the character, quality, and quantities of work to be performed, materials to be furnished, and as to the requirements of the proposed contract. The submission of a proposal shall be prima facie evidence that the bidder has made such examination and is satisfied as to the conditions to be encountered in performing the work and as to the requirements of the proposed contract, plans, and specifications.

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

1-07 PREPARATION OF THE PROPOSAL. The bidder shall submit his proposal on the form furnished by the Department. The proposal shall be executed property, and bids shall be made for all items indicated in the proposal form, except that when alternate bids are asked, a bid on more than one alternate for each item is not required, unless otherwise provided. The bidder shall indicate, in figures, a unit price for each of the separate items called for in the proposal; he shall show the products of the respective quantities and unit prices in the column provided for that purpose, and the gross sum shown in the place indicated in the proposal shall be the summation of said products. All writing shall be with ink or typewriter, except the signature of the bidder which shall be written with ink.

If the proposal is made by an individual, his name and business address shall be shown. If made by a firm or partnership, the name and business address of each member of the firm or partnership shall be shown. If made by a corporation, the proposal shall show the names, titles, and business address of the president, secretary, and treasurer, and the seal of the corporation shall be affixed and attested by the secretary.

The proposal shall be issued to a prequalified bidder in the same name and style as the financial statement used for prequalification and shall be submitted in like manner.

1-08 REJECTION OF PROPOSALS. The Department reserves the right to reject proposals for any of the conditions in Article 1-04 or for any of the following reasons:

- (a) More than one proposal for the same work from an individual, firm, partnership, or corporation under the same or different names.
- (b) Evidence of collusion among bidders.
- (c) Unbalanced proposals in which the prices for some items are obviously out of proportion to the prices for other items.
- (d) If the proposal does not contain a unit price for each pay item listed except in the case of authorized alternate pay items or lump sum pay items.
- (e) If the proposal is other than that furnished by the Department; or if the form is altered or any part thereof is detached.
- (f) If there are omissions, erasures, alterations, unauthorized additions, conditional or alternate bids, or irregularities of any kind which may tend to make the proposal incomplete, indefinite, or ambiguous as to its meaning.
- (g) If the bidder adds any provisions reserving the right to accept or reject an award, or to enter into a contract pursuant to an award.
- (h) If the proposal is not accompanied by the proper proposal guaranty.
- (i) If the proposal is prepared with other than ink or typewriter.
- (j) If the proposal is submitted in any other name other than that to whom it was issued by the Department.

1-09 PROPOSAL GUARANTY. Each Proposal shall be accompanied by either a bid bond on the Department of Transportation, Division of Aeronautics form contained in the proposal, executed by a corporate surety company satisfactory to the Department or by a bank cashier's check or a properly certified check for not less than 5 percent of the amount bid.

Bank cashier's checks, or properly certified checks accompanying proposals shall be made payable to the Treasurer, State of Illinois.

1-10 DELIVERY OF PROPOSALS. Each proposal should be submitted in a special envelope furnished by the Department. The blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Department is used, it shall be of the same general size and shape and be similarly marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Department at the address and in care of the official in whose office the bids are to be received. All proposals shall be filed prior to the time and place specified in the Notice to Bidders. Proposals received after the time for opening of bids will be returned to the bidder unopened.

1-11 WITHDRAWAL OF PROPOSALS. Permission will be given a bidder to withdraw a proposal if he makes his request in writing or by telegram before the time for opening proposals. If a proposal is withdrawn, the bidder will not be permitted to resubmit this proposal at the same letting. With the approval of the Engineer, a bidder may withdraw a proposal and substitute a new proposal prior to the time of opening bids.

1-12 PUBLIC OPENING OF PROPOSALS. Proposals will be opened and read publicly at the time and place specified in the Notice to Bidders. Bidders, their authorized agents, and other interested parties are invited to be present.

1-13 DISQUALIFICATION OF BIDDERS. A bidder shall be considered disqualified for any of the following reasons:

- (a) Submitting more than one proposal from the same partnership, firm, or corporation under the same or different name.
- (b) Evidence of collusion among bidders. Bidders participating in such collusion shall be disqualified as bidders for any future work of the Owner.
- (c) If the bidder is considered to be in "default" for any reason specified in the Subsection 1-04 titled ISSUANCE OF PROPOSAL FORMS of this section.

1-14 WORKER'S COMPENSATION INSURANCE. Prior to the approval of his contract by the Division, the Contractor shall furnish to the Division certificates of insurance covering Worker's Compensation, or satisfactory evidence that this liability is otherwise taken care of in accordance with Section 4.(a) of the "Worker's Compensation Act of the State of Illinois" as amended.

SECTION 2

AWARD AND EXECUTION OF CONTRACT

2-01 CONSIDERATION OF PROPOSALS. After the proposals are publicly opened and read, they will be compared on the basis of the summation of the products obtained by multiplying the estimated quantities shown in the proposal by the unit bid prices. In the event of a discrepancy between unit bid prices and extensions, the unit bid price shall govern.

Until the award of a contract is made, the Owner reserves the right to reject a bidder's proposal for any of the following reasons:

- (a) If the proposal is irregular as specified in the subsection titled REJECTION OF PROPOSALS of Section 1.
- (b) If the bidder is disqualified for any of the reasons specified in the subsection titled DISQUALIFICATION OF BIDDERS of Section 1.

In addition, until the award of a contract is made, the Owner reserves the right to reject any or all proposals; waive technicalities, if such waiver is in the best interest of the Owner and is in conformance with applicable State and Local laws or regulations pertaining to the letting of construction contracts; advertise for new proposals; or proceed with the work otherwise.

2-02 AWARD OF CONTRACT. The award of contract will be made within 60 calendar days after the opening of proposals to the lowest responsible and qualified bidder whose proposal complies with all the requirements prescribed. The successful bidder will be notified by letter, that his bid has been accepted, and that he has been awarded the contract.

If a contract is not awarded within 60 days after the opening of proposals, a bidder may file a written request with the Division for the withdrawal of his bid and the Division will permit such withdrawal.

For Federally assisted contracts, unless otherwise specified in this subsection, no award shall be made until the FAA has concurred in the Owner's recommendation to make such award and has approved the Owner's proposal contract to the extent that such concurrence and approval are required by Federal Regulations.

2-03 CANCELLATION OF AWARD. The Division reserves the right to cancel the award without liability to the bidder at any time before a contract has been fully executed by all parties and is approved by the Owner in accordance with the subsection titled APPROVAL OF CONTRACT of this section. The Division at the time of cancellation will return the proposal guaranty.

2-04 RETURN OF PROPOSAL GUARANTY. The proposal guaranties of all except the two lowest bidders will be returned promptly after the proposals have been checked, tabulated, and the relation of the proposals established. Proposal guaranties of the two lowest bidders will be returned as soon as the Construction Contract, Performance Bonds, and Payment Bonds of the successful bidder have been properly executed and approved.

If any other form of proposal guaranty is used, other than a bid bond, a bid bond may be substituted at the Contractor's option.

2-05 REQUIREMENT OF PERFORMANCE AND PAYMENT BONDS. The successful bidder for a contract, at the time of the execution of the contract, shall deposit with the Division separate performance and payment bonds each for the full amount of the contract. The form of the bonds shall be that furnished by the Division, and the sureties shall be acceptable to the Division.

2-06 EXECUTION OF CONTRACT. The successful bidder shall sign (execute) the Contract and shall return the signed Contract to the Owner (Sponsor) for signature (execution) and subsequently return all copies to the Division. The fully executed surety bonds specified in the subsection title REQUIREMENTS OF PERFORMANCE AND PAYMENT BONDS of this section will be forwarded to the Division within 15 days of the date mailed or otherwise delivered to the successful bidder. If the Contract and Bonds are mailed, special handling is recommended.

If the bidder to whom award is to be made is a corporation organized under the laws of a State other than Illinois, the bidder shall furnish the Division a copy of the corporation's certificate of authority to do business in the State of Illinois with the return of the executed contract and bond. Failure to furnish such evidence of a certificate of authority within the time required will be considered as just cause for the annulment of the award and the forfeiture of the proposal guaranty to the State, not as a penalty, but in payment of liquidated damages sustained as a result of such failure.

2-07 APPROVAL OF CONTRACT. Upon receipt of the contract and bonds that have been executed by the successful bidder, the Owner shall complete the execution of the contract in accordance with local laws or ordinances, and return the contract to the Division for approval and execution by the Division. Delivery of the fully executed contract to the Contractor shall constitute the Department's approval to be bound by the successful bidder's proposal and the terms of the contract.

2-08 FAILURE TO EXECUTE CONTRACT. If the contract is not executed by the Division within 15 days following receipt from the bidder of the properly executed contracts and bonds, the bidder shall have the right to withdraw his bid without penalty.

Failure of the successful bidder to execute the contract and file acceptable bonds within 15 days after the contract has been mailed to him shall be just cause for the cancellation of the award and the forfeiture of the proposal guaranty which shall become the property of the State, not as a penalty, but as liquidation of damages sustained.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS

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>	<u>Goal (percent)</u>
056 Paducah, KY:	
Non-SMSA Counties -	5.2
IL - Hardin, Massac, Pope	
KY - Ballard, Caldwell, Calloway, Carlisle, Crittenden,	
Fulton, Graves, Hickman, Livingston, Lyon, McCracken, Marshall	

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<u>Economic Area</u>	<u>Goal (percent)</u>
080 Evansville, IN:	
Non-SMSA Counties -	3.5
IL - Edwards, Gallatin, Hamilton, Lawrence, Saline, Wabash, White	
IN - Dubois, Knox, Perry, Pike, Spencer	
KY - Hancock, Hopkins, McLean, Mublenberg, Ohio, Union, Webster	
081 Terre Haute, IN:	
Non-SMSA Counties -	2.5
IL - Clark, Crawford	
IN - Parke	
083 Chicago, IL:	
SMSA Counties:	19.6
1600 Chicago, IL -	
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 - Mendard, 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	

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APPENDIX B (CONTINUED)

<u>Economic Area</u>	<u>Goal (percent)</u>
6120 Peoria, IL - IL - Peoria, Tazewell, Woodford	4.4
Non-SMSA Counties - IL - Fulton, Knox, McDonough, Marshall, Mason, Schuyler, Stark, Warren	3.3
088 Rockford, IL: SMSA Counties: 6880 Rockford, IL - IL - Boone, Winnebago	6.3
Non-SMSA Counties - IL - Lee, Ogle, Stephenson	4.6
098 Dubuque, IA: Non-SMSA Counties - IL - JoDaviess IA - Atlamakee, Clayton, Delaware, Jackson, Winnesheik WI - Crawford, Grant, Lafayette	0.5
099 Davenport, Rock Island, Moline, IA - IL: SMSA Counties: 1960 Davenport, Rock Island, Moline, IA - IL - IL - Henry, Rock Island IA - Scott	4.6
Non-SMSA Counties - IL - Carroll, Hancock, Henderson, Mercer, Whiteside IA - Clinton, DesMoines, Henry, Lee, Louisa, Muscatine MO - Clark	3.4
107 St. Louis, MO: SMSA Counties: 7040 St. Louis, MO - IL - IL - Clinton, Madison, Monroe, St. Clair MO - Franklin, Jefferson, St. Charles, St. Louis, St. Louis City	14.7
Non-SMSA Counties - IL - Alexander, Bond, Calhoun, Clay, Effingham, Fayette, Franklin, Greene, 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	11.4

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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 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 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 Division of Aeronautics will provide written notification to the Director of the Office of Federal Contract Compliance Programs within 10 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.

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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.

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- 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.

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- 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).

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ANNUAL EEO-1 REPORT TO JOINT REPORTING COMMITTEE AS REQUIRED AT

41 CFR 60-1.7(a)

Any Contractor having a Federal contract of \$50,000 or more and 50 or more employees is required to file annual compliance reports on Standard Form 100 (EEO-1) with the Joint Reporting Committee in accordance with the instructions provided with the form. The Contractor will provide a copy of such a report to the contracting agency within 30 days after the award of a contract.

The Contractor shall require its subcontractors to file an SF 100 within 30 days after award of the subcontract if (1) it is not exempt from the provisions of these regulations in accordance with 60-1.5, (2) has 50 or more employees, (3) first tier subcontractor, and (4) has a subcontract amounting to \$50,000 or more.

Subcontractors below the first tier which perform construction work at the site of construction shall be required to file such a report if (1) it is not exempt from the provisions of these regulations in accordance with 60-1.5, (2) has 50 or more employees and has a subcontract amounting to \$50,000 or more.

The SF 100 is available at the following address:

Joint Reports Committee
EEOC - Survey Division
1801 "L" Street N.W.
Washington, D.C. 20750

Phone (202) 663-4968

DISADVANTAGED BUSINESS POLICY

I. NOTICE

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

II. POLICY

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

III. OBLIGATION

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

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

IV. DBE/WBE CONTRACTOR FINANCE PROGRAM

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

V. BREACH OF CONTRACT

Failure to carry out the requirements set forth above and in the Special Provision shall constitute a breach of contract and may result in termination of the contract or liquidated damages as provided in the special provision.

(Rev. 9/21/92)

State of Illinois
Department of Transportation

SPECIAL PROVISION
FOR
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION

- I. FEDERAL 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. This Special Provision will also be used by the Department to satisfy the requirements of the Business Enterprise for Minorities, Females, and Persons with Disabilities Act, 30 ILCS 575. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified by the Department in accordance with the requirements of 49 CFR part 26 and listed in the DBE Directory or most recent addendum.
- II. CONTRACTOR ASSURANCE: The Contractor makes the following assurance and agrees to include the assurance in each subcontract that the Contractor signs with a subcontractor:
- The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of federally-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.
- III. OVERALL GOAL SET FOR THE DEPARTMENT: As a requirement of compliance with 49 CFR part 26, the Department has set an overall goal for DBE participation in its federally assisted contracts. That goal is 22.77% of all federal-aid funds the Department will expend in its federally assisted contracts for the subject reporting fiscal year. The Department is required to make a good faith effort to achieve this goal. The dollar amount paid to all approved DBE firms performing work called for in this contract is eligible to be credited toward fulfillment of the Department's overall goal.
- IV. CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR: This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. This determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates that, in the absence of unlawful discrimination, and in an arena of fair and open competition, DBE companies can be expected to perform 12.0% 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 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. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set forth in this Special Provision:
- A. The bidder documents that firmly committed DBE participation has been obtained to meet the goal; or
- B. The bidder documents that a good faith effort has been made to meet the goal, even though the effort did not succeed in obtaining enough DBE participation to meet the goal.

- V. DBE LOCATOR REFERENCES: Bidders may consult the DBE Directory as a reference source for DBE companies certified by the Department. In addition, the Department maintains a letting and item specific DBE locator information system whereby DBE companies can register their interest in providing quotes on particular bid items advertised for letting. Information concerning DBE companies willing to quote work for particular contracts may be obtained by contacting the Department's Bureau of Small Business Enterprises at telephone number (217)785-4611, or by visiting the Department's web site at www.dot.state.il.us.
- VI. BIDDING PROCEDURES: Compliance with the bidding procedures of this Special Provision is required prior to the award of the contract and the failure of the as-read low bidder to comply will render the bid nonresponsive.
- A. In order to assure the timely award of the contract, the as-read low bidder must submit a Disadvantaged Business Utilization Plan on Department form SBE 2026 within seven (7) working days after the date of letting. To meet the seven (7) day requirement, the bidder may send the Plan by certified mail or delivery service within the seven (7) working day period. If a question arises concerning the mailing date of a Plan, the mailing date will be established by the U.S. Postal Service postmark on the original certified mail receipt from the U.S. Postal Service or the receipt issued by a delivery service. It is the responsibility of the as-read low bidder to ensure that the postmark or receipt date is affixed within the seven (7) working days if the bidder intends to rely upon mailing or delivery to satisfy the submission day requirement. The Plan is to be submitted to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217) 785-1524). It is the responsibility of the bidder to obtain confirmation of telefax delivery. The Department will not accept a Utilization Plan if it does not meet the seven (7) day submittal requirement, and the bid will be declared nonresponsive. In the event the bid is declared nonresponsive due to a failure to submit a Plan or failure to comply with the bidding procedures set forth herein, 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. The Department reserves the right to invite any other bidder to submit a Utilization Plan at any time for award consideration or to extend the time for award.
- B. The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.
- C. The Utilization Plan shall include a DBE Participation Commitment Statement, Department form SBE 2025, for each DBE proposed for the performance of work to achieve the contract goal. The signatures on these forms must be original signatures. All elements of information indicated on the said form shall be provided, including but not limited to the following:
1. The name and address of each DBE to be used;
 2. A description, including pay item numbers, of the commercially useful work to be done by each DBE;
 3. The price to be paid to each DBE for the identified work specifically stating the quantity, unit price and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;
 4. A commitment statement signed by the bidder and each DBE evidencing availability and intent to perform commercially useful work on the project; and
 5. If the bidder is a joint venture comprised of DBE firms and non-DBE firms, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s).

D. The contract will not be awarded until the Utilization Plan submitted by the bidder is approved. The Utilization Plan will be approved by the Department if the Plan commits sufficient commercially useful DBE work performance to meet the contract goal. The Utilization Plan will not be approved by the Department if the Plan does not commit sufficient DBE performance to meet the contract goal unless the bidder documents that it made a good faith effort to meet the goal. The good faith procedures of Section VIII of this special provision apply. If the Utilization Plan is not approved because it is deficient in a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no less than a five (5) working day period in order to cure the deficiency.

VII. CALCULATING DBE PARTICIPATION: The Utilization Plan values represent work anticipated to be performed 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 companies. 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 counting guidelines are provided in 49 CFR part 26.55, the provisions of which govern over the summary contained herein.

A. DBE as the Contractor: 100% goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE firm does not count toward the DBE goals.

B. DBE as a joint venture Contractor: 100% goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.

C. DBE as a subcontractor: 100% goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontractor in turn subcontracts to a non-DBE firm does not count toward the DBE goal.

D. DBE as a trucker: 100% goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed and insured by the DBE must be used on the contract. Credit will be given for the full value of all such DBE trucks operated using DBE employed drivers. Goal credit will be limited to the value of the reasonable fee or commission received by the DBE if trucks are leased from a non-DBE company.

E. DBE as a material supplier:

1. 60% goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.
2. 100% goal credit for the cost of materials or supplies obtained from a DBE manufacturer.
3. 100% credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a regular dealer or manufacturer.

VIII. GOOD FAITH EFFORT PROCEDURES: If the bidder cannot obtain sufficient DBE commitments to meet the contract goal, the bidder must document in the Utilization Plan the good faith efforts made in the attempt to meet the goal. This means that the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which could reasonably be expected to obtain sufficient DBE participation. The Department will consider the quality, quantity and intensity of the kinds of efforts that the bidder has made. Mere *pro forma* efforts are not good faith efforts; rather, the bidder is expected to have taken those efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

- A. The following is a list of types of action that the Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Department may be relevant in appropriate cases, and will be considered by the Department.
1. Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.
 2. Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime contractor might otherwise prefer to perform these work items with its own forces.
 3. Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.
 4. (a) Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.

(b) A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable.
 5. Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the contractor's efforts to meet the project goal.
 6. Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or contractor.
 7. Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.
 8. Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.
- B. If the Department determines that the Contractor has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided that it is otherwise eligible for award. If the Department determines that a good faith effort has not been made, the Department will notify the bidder of that preliminary determination by contacting the responsible company official designated in the Utilization Plan. The preliminary determination shall include a statement of reasons why good faith efforts have not been found, and may include additional good faith efforts that the bidder could take. The notification will

designate a five (5) working day period during which the bidder shall take additional efforts. The bidder is not limited by a statement of additional efforts, but may take other action beyond any stated additional efforts in order to obtain additional DBE commitments. The bidder shall submit an amended Utilization Plan if additional DBE commitments to meet the contract goal are secured. If additional DBE commitments sufficient to meet the contract goal are not secured, the bidder shall report the final good faith efforts made in the time allotted. All additional efforts taken by the bidder will be considered as part of the bidder's good faith efforts. If the bidder is not able to meet the goal after taking additional efforts, the Department will make a pre-final determination of the good faith efforts of the bidder and will notify the designated responsible company official of the reasons for an adverse determination.

- C. The bidder may request administrative reconsideration of a pre-final determination adverse to the bidder within the five (5) working days after the notification date of the determination by delivering the request to the Department of Transportation, Division of Aeronautics, 1 Langhorne Bond Drive, Capital Airport, Springfield, IL 62707-8415 (Telefax: 217-785-4533). Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The pre-final determination shall become final if a request is not made and delivered. A request may provide additional written documentation and/or argument concerning the issue of whether an adequate good faith effort was made to meet the contract goal. In addition, the request shall be considered a consent by the bidder to extend the time for award. The request will be forwarded to the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person in order to consider all issues of whether the bidder made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the bidder will be sent a written decision within ten (10) working days after receipt of the request for reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid nonresponsive.

IX. CONTRACT COMPLIANCE: Compliance with this Special Provision is an essential part of the contract. 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 goals has been paid to the DBE. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan. After approval of the Plan and award of the contract, the Utilization Plan and individual DBE Participation Statements become part of the contract. If the contractor did not succeed in obtaining enough DBE participation to achieve the advertised contract goal, and the Utilization Plan was approved and contract awarded based upon a determination of good faith, the total dollar value of DBE work calculated in the approved Utilization Plan as a percentage of the awarded contract value shall become the amended contract goal.

- A. No amendment to the Utilization Plan may be made without prior written approval from the Division of Aeronautics. All requests for amendment to the Utilization Plan shall be submitted to the Department of Transportation, Division of Aeronautics, 1 Langhorne Bond Drive, Capital Airport, Springfield, IL 62707-8415. Telephone number (217) 785-8514. Telefax number (217) 785-4533.
- B. All work indicated for performance by an approved DBE shall be performed, managed and supervised by the DBE executing the Participation Statement. The Contractor shall not terminate for convenience a DBE listed in the Utilization Plan and then perform the work of the terminated DBE with its own forces, those of an affiliate or those of another subcontractor, whether DBE or not, without first obtaining the written consent of the Bureau of Small Business Enterprises to amend the Utilization Plan. If a DBE listed in the Utilization Plan is terminated for reasons other than convenience, or fails to complete its work on the contract for any reason, the Contractor shall make good faith efforts to find another DBE to substitute for the terminated DBE. The good faith efforts shall be directed at finding another DBE to perform at least the same amount of work under the contract as the DBE that was terminated, but only to the extent needed to meet the contract goal or the amended contract goal. The Contractor shall notify the Division of Aeronautics of any termination for reasons other than convenience, and shall obtain approval for inclusion of the substitute DBE in the Utilization Plan. If good faith efforts following a termination of a DBE for cause are not successful, the Contractor shall contact the Division and provide a full accounting of the efforts undertaken to obtain substitute DBE participation. The Division will evaluate the good faith efforts in light of all circumstances surrounding the performance status of the contract, and determine whether the contract goal should be amended.

- C. The Contractor shall maintain a record of payments for work performed to the DBE participants. The records shall be made available to the Department for inspection upon request. After the performance of the final item of work or delivery of material by a DBE and final payment therefor to the DBE by the Contractor, but not later than thirty (30) calendar days after payment has been made by the Department to the Contractor for such work or material without regard to any retainage withheld by the Department, the Contractor shall submit a DBE Payment Report on Department form SBE 2115 to the Division's Chief Engineer. If full and final payment has not been made to the DBE, the Report shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes that the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Plan, the Department will deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages.

- D. 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.

Certification of Nonsegregated Facilities - as Required by 41 CFR 60-1.8

(Applicable to (1) contracts, (2) subcontracts, and (3) agreements with applicants who are themselves performing federally assisted construction contracts, exceeding \$10,000.00 which are not exempt from the provisions of the Equal Opportunity clause).

By the submission of this bid, the bidder, offeror, applicant, or subcontractor certifies that he does not maintain or provide for his employees any segregated facilities at any of his establishments and that that he does not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. He certifies further that he will not maintain or provide for his employees any segregated facilities at any of his establishments and that he will not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. The bidder, offeror, applicant, or subcontractor agrees that a breach of his 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, rest rooms and wash rooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive or are in fact segregated on the basis of race, color, religion, or national origin, because of habit, local custom, or otherwise. He further agrees that (except where he has obtained identical certifications from proposed subcontractors for specific time periods) he will obtain identical certifications from proposed subcontractors prior to the award of subcontracts exceeding \$10,000.00 which are not exempt from the provisions of the Equal Opportunity clause; that he will retain such certifications in his files and that he will forward the following notice to such proposed subcontractors (except where the proposed subcontractors have submitted identical certifications for specific time periods):

**NOTICE TO PROSPECTIVE SUBCONTRACTORS OF REQUIREMENT FOR
CERTIFICATIONS OF NONSEGREGATED FACILITIES**

A certification of Nonsegregated Facilities must be submitted prior to the award of a subcontract exceeding \$10,000.00 which is not exempt from the provisions of the Equal Opportunity clause. The certification may be submitted either for each subcontract or for all subcontracts during a period (i.e., quarterly, semiannually or annually).

NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C 1001.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS
Instructions for Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause of default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to whom this proposal is submitted if at any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms "covered transaction" "debarred" "suspended" "ineligible" "lower tier covered transaction" "participant" "person" "primary covered transaction" "principal" "proposal" and "voluntarily excluded" as used in this clause have the meaning set out in the Definitions and Coverage sections of the rules implementing Executive Order 12540. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Transaction", provided by the department or agency entering into this covered transaction without modification in all lower covered transactions and in all solicitations for lower covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to check the Nonprocurement List (Tel. #).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 8 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and
Other Responsibility Matters - Primary Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by an Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or Local) transaction or contract under a public transaction: violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

CERTIFICATION REGARDING LOBBYING (Applicable to contracts in excess of \$100,000):

Certification for Contracts, Grants, Loans and Cooperative Agreements.

The undersigned bidder certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have paid or will be paid, by or behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an Officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

WORKERS' COMPENSATION INSURANCE

Prior to the execution of his construction contract by the Illinois Department of Transportation, Division of Aeronautics, hereinafter referred to as "Division", the Contractor shall furnish to the Division certificates of insurance covering Workers' Compensation, or satisfactory evidence that this liability is otherwise taken care of in accordance with Section 4.(a) of the "Workers' Compensation Act of the State of Illinois" as amended.

Such insurance, or other means of protection as herein provided, shall be kept in force until all work to be performed under the terms of the contract has been completed and accepted in accordance with the specifications, and it is hereby understood and agreed that the maintenance of such insurance or other protection, until acceptance of the work by the Division is a part of the contract. Failure to maintain such insurance, cancellation by the Industrial Commission of its approval of such other means of protection as might have been elected, or any other act which results in lack of protection under the said "Workers' Compensation Act" may be considered as a breach of the contract.

SPECIAL PROVISION FOR DOMESTIC SOURCE FOR STEEL

Control of Materials: All steel products, as defined by the Illinois Steel Products Procurement Act, incorporated into this project shall be manufactured or produced in the United States and, in addition, shall be domestically fabricated. The Contractor shall obtain from the steel producer and/or fabricator, in addition to the mill analysis, a certification that all steel products meet these domestic source requirements.

CLAUSE TO BE INCLUDED IN ALL SOLICITATIONS,
CONTRACTS, AND SUBCONTRACTS RESULTING FROM PROJECTS FUNDED UNDER THE AIP

The Contractor or subcontractor, by submission of an offer and/or execution of a contract, certifies that it:

- a. is not owned or controlled by one or more citizens or nationals of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative (USTR);
- b. has not knowingly entered into any contract or subcontract for this project with a Contractor that is a citizen or national of a foreign country on said list, or is owned or controlled directly or indirectly by one or more citizens or nationals of a foreign country on said list.
- c. has not procured any product nor subcontracted for the supply of any product for use on the project that is produced in a foreign country on said list.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to a Contractor or subcontractor who is unable to certify to the above. If the Contractor knowingly procures or subcontracts for the supply of any product or service of a foreign country on the said list for use on the project, the Federal Aviation Administration may direct, through the sponsor, cancellation of the contract at no cost to the Government.

Further, the Contractor agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in each contract and in all lower tier subcontracts. The Contractor may rely upon the certification of a prospective subcontractor unless it has knowledge that the certification is erroneous.

The Contractor shall provide immediate written notice to the sponsor if the Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The subcontractor agrees to provide immediate written notice to the Contractor, if at any time it learns that its certification was erroneous by reason of changed circumstances.

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

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

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

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS

REMOVE AND REGRADE RUNWAY END 2,
EXTEND TAXIWAY A, AND
WIDEN TAXIWAY A AND C

ILLINOIS PROJECT NO.: DKB-3448
AIP PROJECT NO.: 3-17-0139-B43



Hanson Professional Services Inc.

March 24, 2006

RECURRING SPECIAL PROVISIONS

The following RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

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SUPPLEMENTAL SPECIFICATIONS

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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 DeKalb Taylor Municipal Airport, DeKalb, Illinois including:

SCOPE OF WORK

This project will consist of the removal of 200 ft of runway end 2, the removal of 200 ft of Taxiway C, and the removal of Taxiway C-1: construction of a new Taxiway C-1, grading of the safety area off runway end 2, grading of the glide slope critical area that is located along the east side of Runway 2-20; Widening of Taxiway C and a portion of Taxiway A from 35 ft to 50 ft; extension of Taxiway A from the intersection of Taxiway A and Taxiway C to the end of Runway 27.

GOVERNING SPECIFICATIONS AND RULES AND REGULATIONS

The Standard Specifications for Construction of Airport, Illinois Department of Transportation, Division of Aeronautics, adopted January, 1985 and the Supplemental Specifications and Recurring Special Provisions, adopted July 1, 2004, 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, 2002, as revised. In the event of inconsistencies between the Standard Specifications and the Special Provisions, the Special Provisions shall govern.

DIVISION I **SECTION 30** **CONTROL OF WORK**

30-06 Construction Layout. Delete this entire section and add the following:

“Construction Layout

The Contractor will be required to furnish and place all construction layout for this project. The Resident Engineer will locate and reference the centerline of survey and all intersecting points and will establish benchmarks along the line of the improvement outside construction limits. Locating and referencing the centerline of survey shall consist of locating and referencing control points to provide a line of sight. Control points set by the Resident Engineer shall be identified in the field to the Contractor, and the field notes shall be kept in the office of the Project Engineer.

The Contractor shall provide field surveys directed by a Registered Surveyor or Engineer, and set all additional stakes for this project, which are needed to establish offset stakes, reference points, slope stakes, pavement grade fillet elevations, stakes for culverts, sewers and drainage structures, paved gutters, walls, monuments, fence, right-of-way lines, lights, nav aids, and any other horizontal or vertical controls, including supplementary benchmarks, necessary to secure a correct layout of the work.”

30-08 Authority and Duties of the Resident Engineer. Revise this section as follows:

“As the direct representative of the Owner, the Resident Engineer has immediate charge of inspecting and monitoring the construction project. The Resident Engineer is authorized to inspect and/or perform tests to all or any part of the work and to the materials or manufacturer of materials to be used. The Resident Engineer is not authorized to revoke, alter, or waive any provision to the contract. The Resident Engineer is not authorized to issue instructions contrary to the Plans and Specifications. The Resident Engineer is not authorized to direct or supervise the Contractor or his Subcontractors.

The Resident Engineer is authorized to notify the Contractor or his representative of any failure of the work or materials to conform to the requirements of the contract documents, to recommend to the Engineer or Owner that nonconforming materials or work be rejected, and to recommend to the Engineer or Owner suspension of any work in question until the Engineer can make a decision on it’s acceptability.”

30-10 Inspection of the Work. Revise the third paragraph to read as follows:

“Any work performed or materials incorporated without inspection by an authorized representative of the Engineer may be ordered removed and replaced by the Engineer at the Contractor's own expense.”

SECTION 50
LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

50-10 Barricades, Warning Signs and Hazard Markings. Add the following paragraphs to this section:

“Any time construction takes place within 200 ft of a runway centerline, that runway will be closed. Any time construction takes place within 85 ft of a taxiway centerline, that taxiway will be closed as well. The Contractor will be required to adhere to the proposed Safety Plan of the Construction Plans.

Closure of a runway will require the placement of crosses over the runway designation numerals at each end in accordance with the Construction Plans and the Special Provisions. If the crosses interfere with the proposed construction activities, then they may be placed off the end of the runway, as shown on the proposed Safety Plan. The crosses will be yellow in color, and shall be made of a suitable material as approved by the Engineer. The crosses

will be placed and secured in a manner approved by the Engineer. The crosses will be placed each day the runway is closed, and removed when the runway is open. The cost of constructing, placing, maintaining, and removing the closure crosses will be considered incidental to the contract, and no additional compensation will be allowed.

Any time a runway is closed, barricades and traffic cones, where necessary, are required on each taxiway leading to the closed runway, as shown on the proposed Safety Plan. The barricades will be equipped with red flashing or red, steady-burn lights. The maximum distance between barricades is 15 ft, with a minimum of two barricades. It will be the Contractor's responsibility to place and maintain the barricades and traffic cones, as required and directed by the Resident Engineer. The barricades and traffic cones, their maintenance, placement, and removal will be considered as an incidental item to the contract, and no additional compensation will be allowed.

Traffic control in all facets of the proposed project is the responsibility of the Contractor. Whenever the Contractor is using Taxiway C as a haul route and aircraft are taxiing on it also, the Contractor will furnish flaggers at the locations shown on the Construction Plans or as directed by the Resident Engineer to insure the Contractor's vehicles will not impair taxiing aircraft. The flaggers will be equipped with stop/go signs and radios to talk to each other. The cost of the flaggers will be considered as an incidental item to the contract, and no additional compensation will be allowed.

The Contractor is required to provide the Engineer with a proposed construction schedule. The Project Engineer must review and approve this schedule before any construction begins.

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

Any cost of labor and equipment necessary to insure safety at the Airport for the duration of the project will be considered incidental to the contract, and no additional reimbursement for these items of work will be received.

The Contractor will be required to be in two-way radio contact (122.70 MHz) with the Airport CTAF. This will keep the Contractor in constant contact with the DeKalb Taylor Municipal Airport, and enable the Airport to immediately contact the Contractor in case of an aeronautical emergency that would require action by the Contractor and/or his personnel."

50-12 Protection and Restoration of Property. Add the following paragraphs to this section:

"The Contractor shall take special precautions during construction to protect existing pavement, graded ground, landscaping, areas with turf or sod, buildings, lights, signs, and

other existing features of the Airport and surrounding area. Any such areas disturbed or destroyed by the Contractor, except those areas within the limits of construction, shall be returned to their preconstruction condition to the satisfaction of the Resident Engineer. The cost of work necessary to accomplish these requirements shall be considered incidental to the contract, and no additional compensation will be allowed.

The Contractor shall take special care when working in the vicinity of existing Airport utilities not to damage them. Should the Contractor damage any utility, he shall immediately make any necessary repairs or replacement to place them in working order. Electrical circuits on open and active runways not associated with the proposed improvements will not be allowed to remain out of service overnight. Interruption of the electrical circuits required to complete the proposed work will be in accordance with these Special Provisions. The cost of equipment and making the repairs will be the responsibility of the Contractor at no additional cost to the contract.

Pavement areas open to traffic shall be kept broom clean at all times.

The Contractor shall maintain the premises in reasonably clean condition, and shall not allow any sizeable accumulation of rubbish on the premises.

The Contractor shall leave the premises in broom clean condition upon completion of the project.

The Contractor shall take every precaution against fire.”

SCHEDULING OF OPERATIONS

The Contractor will be required to submit a project work schedule to IDA and to the Resident Engineer showing proposed sequences of work.

In the event that other construction projects are in progress at the Airport at the same time as this project, the Contractor will be required to cooperate with all other Contractors and the Airport Manager in the coordination of the work.

STAGING PLAN

This project is scheduled for the June 16, 2006 letting, with an anticipated construction start date of July 31, 2006. This project has 170 calendar days assigned in which to complete all of the work items. The Contractor will have at least 93 calendar days (through October 31, 2006) and possibly 123 (through November 30, 2006) if the fall is mild and dry. The Contractor will complete the following work before suspension of calendar days for the winter of 2006-2007:

1. Temporary displacement of runway end 2 and runway end 27.
2. Removal of 200 ft of runway end 2 and 200 ft of Taxiways C and C-1.

3. Removal of Taxiways A and B.
4. Grading of the safety area off the end of runway end 2.
5. Grading of the glide slope critical area along the east side of Runway 2-20.
6. Relocation of the precision approach path indicator (PAPI) and runway end identification light (REIL) units on runway end 2.
7. Construct (with all drainage), light, and mark the new Taxiway C-1.
8. Construct the medium-intensity approach lighting system runway alignment indicator lights (MALSR) access road (at least the section north of the railroad tracks).
9. Construct (with all drainage), light, and mark the extension of Taxiway A.
10. Construct the glide slope access road.
11. Widen (with all drainage), light, and mark Taxiway C south of Taxiway A.
12. If time allows, widen (with all drainage), light, and mark Taxiway A.
13. Complete all liming, fertilizing, seeding, mulching, and excelsior blanket placement on all completed work areas.
14. Remove the temporary displacements of runway ends 2 and 27 (includes the designated marking on both runways).
15. Suspend construction operations for the winter.

Starting on May 1, 2007, the Contractor will initiate construction operations once again (start date may be delayed due to wet spring). The intent of this Staging Plan is for the Contractor to accomplish in 2006 all work items that required the temporary displacement of runway ends 2 and 27. Therefore, there should be no need for temporary displacements in 2007 (none have been included in this project). The Contractor has the remaining number of calendar days to complete the following:

1. Widen (with all drainage), light, mark, and turf Taxiway A (if not accomplished in 2006).
2. Widen (with all drainage), light, mark, and turf Taxiway C north of Taxiway A.
3. Construct and turf the southern section of the MALSR access road (if not accomplished in 2006).

If this project is not started on July 31, 2006, the Contractor's ability to accomplish the required work will be reduced the farther the start date slides. Once the start date is established, the Contractor will meet with the City of DeKalb Director of Public Works, Airport Manager, Project Manager, Resident Engineer, and IDA to determine if sufficient time remains to complete the work that requires the displacement of the two runways. If there is mutual agreement that there is insufficient time to accomplish this work, then the Contractor will not displace the runway ends until 2007. Therefore, the Contractor will use the remaining time in 2006 to:

1. Widen Taxiway C (north of Taxiway A).
2. Widen Taxiway A (west of Taxiway C and north of Taxiway B).
3. Construct the MALSR road (south of the railroad tracks).

The remaining work will be completed in 2007 when both runways are temporarily displaced.

SPECIAL CONSIDERATION SECTION
ADD THE FOLLOWING SPECIAL SECTIONS
HAUL ROUTE AND EQUIPMENT PARKING

The Contractor will use only the designated haul routes and equipment parking areas delineated on the Construction Drawings. The Contractor's personnel and equipment shall not traverse outside the designated work areas to other locations on the Airport. The designated haul routes will be the only vehicular access to the construction site.

The Contractor will restore the existing haul route and equipment parking area to the pre-construction condition upon completion of the project.

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

The Contractor will provide barriers, where necessary, to prevent traffic from entering the construction sites at no additional cost to the contract.

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.

ITEM 108
INSTALLATION OF UNDERGROUND CABLE FOR AIRPORTS

DESCRIPTION

108-1.1. Add the following to this section:

“This item of work shall consist of the installation (plowing, trenching, or directional boring) of cable along runway end 2, Taxiway C-1, Taxiways C and A extended, and the relocation of the PAPI and REIL units at the locations shown on the Plans and in accordance with these Specifications.”

MATERIAL

108-2.1 General. Add the following.

“All cable shall be UL-listed as suitable for installed application.”

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

L-824 Cable – L-824 cable shall be Federal Aviation Administration (FAA) L-824, Type C and shall conform to the requirements of FAA Advisory Circular 150/5345-7E, (or latest edition) "SPECIFICATIONS FOR L-824 UNDERGROUND ELECTRICAL CABLE FOR AIRPORT LIGHTING CIRCUITS". Circuits for use with constant current regulator outputs (runway or taxiway lighting circuits) shall use 5000-Volt rated cable. Circuits for voltage applications of 600-Volts or less shall use 600-Volt or 5000-Volt rated cable.

XLP-USE Wire – Cable shall comply with UL Standard 44, UL Standard 854, and Federal Specification A-A-59544. Conductor shall be concentric, strand soft copper, conforming to ASTM B8 and Underwriter’s Laboratories Standard UL44 for Rubber Insulated Wires. Insulation shall be rated for 600-Volts. Insulation shall be cross-linked polyethylene conforming to Underwriter’s Laboratories Requirements for Type USE-2 insulation. Cable shall be UL-listed and marked USE-2. Cable shall be Service Wire Company Type USE-2, or approved equal.

Item AR108158, 1/C #8 5KV UG Cable in UD shall be one conductor No. 8, 5000-Volt, FAA L-824, Type C, stranded, in unit duct (3/4 in.).

Item AR108554, 2/C #4 600-Volt UG Cable in UD shall be No. 4, 600-Volt, 3/C, Type C underground cable-in-unit duct (1¼-in.). This cable shall be used for the replacement of the power cable to the REIL units located on runway end 27.

Item AR108558, 2/C #8 600-Volt UG Cable In UD shall consist of 2-1/C #8 AWG, XLP-USE, 600-Volt cable-in-unit duct (1 in. or sized larger, as required per the National

Electrical Code (NEC)). Conductor insulation shall be color-coded black with brown tape at all points of access (Phase A), and white or gray (neutral or grounded conductor) for 480 VAC, 1 phase (Line to Neutral), 2-wire circuits. This cable shall be used for the relocation of the PAPI units and REILS units on runway end 2.

Cable used from the respective step-down transformer to the relocated PAPI and REIL units shall be 3/C #8 AWG XLP-USE, 600-Volt cable-in-unit duct or conduit. Conductor insulation shall be color-coded black (Phase A), red (Phase B), and green (ground) for 240 VAC, 1 phase, 2-wire circuits with ground. This cable will be considered an incidental item to the relocation of the PAPI and REIL units, and no additional compensation will be allowed.”

108-2.3 Bare Copper Wire (Counterpoise). Revise this section to read:

“Bare copper counterpoise wire will not be required on this project under Item 108. Bare copper counterpoise wire associated with the REIL relocation shall be as specified under Item AR125967, as detailed on the Plans, and shall be incidental to Item AR125967 Relocate REILS – per pair. Bare copper counterpoise wire associated with the PAPI relocation shall be as specified under Item AR125968, as detailed on the Plans, and shall be incidental to Item AR125968 Relocate PAPI – per each.”

108-2.4 Cable Connections. Add the following to this section:

“All below grade splices shall be installed in splice cans. Splice cans shall be L-867, Class I, Size B (12 in. diameter), 24 in. deep with 1/2 in. thick steel cover. Larger size 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 Resident 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.”

108-2.6 Unit Duct. Standard sizes of smooth wall polyethylene duct shall conform to the dimensional requirements specified below:

Nominal Duct Size	Nominal Inside Diameter	Nominal Standard Wall	Nominal Outside Diameter*
¾”	0.910”	0.070”	1.050”
1”	1.145”	0.085”	1.315”
1¼”	1.440”	0.110”	1.660”
1½”	1.650”	0.125”	1.900”
1½”	2.065”	0.155”	2.375”
2½”	2.449”	0.213”	2.875”
3”	3.048”	0.226”	3.500”
4”	4.000”	0.250”	4.500”

*Dimensions include allowance for duct eccentricity.

108-2.9 Line Marking Tape. Delete this section.

CONSTRUCTION METHODS

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

“At base-mounted lights, the unit duct will be inserted at least 3 in. inside each of the light’s two 6-in. conduit extensions, and then the end of the conduit will be sealed using a heat shrink connection.

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

The Contractor will identify all existing underground utilities located within the area where the proposed cables are being installed, and will take all precautions to protect these utilities from damage. Any underground utility damaged will be repaired or replaced at the Contractor’s own expense.

In areas where there is a congestion of buried cable or where the proposed cable crosses an existing cable, the Contractor will be required to trench/hand dig 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. All underground cable, not in unit duct, shall be trenched into place in accordance with the Construction Plans. The trenching or plowing of cable will be considered incidental to the contract unit price of the proposed cable, and no additional compensation will be allowed.

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

108-3.2 Installation in Duct or Conduit. Add the following to this section:

“The unit duct will be run continuous through all ducts and conduits, unless noted otherwise on the Plans for a specific application.”

108-3.4 Installation in Trenches. Add the following:

“Any and all trenches will be backfilled to a smooth grade to the satisfaction of the Resident Engineer. Areas disturbed during the installation of the proposed cable, which are not completed before the contract seeding operations, will be fertilized and seeded. The fertilizing and seeding will be completed in accordance with Items 901 and 908, but will be incidental to this pay item.”

108-3.8 Splicing. Add the following:

“In-line connections for existing cables cut during construction shall be repaired with the cast splice kit. The Contractor shall have a minimum of two splice kits on the job site at all

times for emergency repairs. Cast splice kits shall be specified in paragraph (a) of Item 108-2.4. **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.**

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.”

108-3.9 Bare Counterpoise Wire Installation and Grounding for Lightning Protection. Revise this section to read as follows:

“Bare copper counterpoise wire will not be required on this project under Item 108.”

108-3.12 Locating of Existing Underground Utilities and Cables. Add the following:

“The location, size, and type of material of existing underground utilities indicated on the Plans are not represented as being accurate, sufficient, or complete. Neither the Owner nor the Engineer assumes any responsibility whatever 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 Engineer shall also be immediately notified. Any 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 Joint Utility Location Information for Excavation (JULIE) for utility information, Phone: 1-800-892-0123. Contact FAA for assistance in locating FAA cables. Also contact the Airport Manager and/or respective airport personnel for assistance in locating underground airport cables and/or 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 of unit duct.”

108-3.14 Separation of High-Voltage and Low-Voltage Wiring. Low-voltage wiring shall maintain separation from high-voltage wiring. Low-voltage wiring and high-voltage wiring shall not be installed in the same raceway. The existing manhole located in the turf area at the intersection of

Runway 2-20, Taxiway A, Taxiway B, and Taxiway C has existing high-voltage and low-voltage circuits routed through it. NEC 300.3(C) (2) notes "*Conductors of circuits rated over 600 volts, nominal, shall not occupy the same equipment wiring enclosure, cable, or raceway with conductors of circuits rated 600 volts, nominal, or less unless otherwise permitted in (C)(2)(a) through (C)(2)(e).*" (C)(2)(a) through (C)(2)(d) do not appear to apply to this application, however, (C)(2)(e) does apply to the installation of high-voltage and low-voltage conductors in the manhole. (C)(2)(e) notes "*In manholes, if the conductors of each system are permanently and effectively separated from the conductors of the other systems and securely fastened to racks, insulators, or other approved supports, conductors of different voltage ratings shall be permitted.*" The Contractor shall furnish and install cable hangars in this manhole and separate the existing high-voltage cables from the low-voltage cables to comply with NEC 300.3(C)(2). Cable hangars shall be heavy-duty, nylon, saddle rack with 3-in. throat opening, Underground Devices Inc., (3304 Commercial Avenue, Northbrook, Illinois 60062, Phone: 847-205-9000), Catalog No. 3SR1N, or approved equal. Fasteners and anchors shall be corrosion-resistant, stainless steel. Secure cables to cable hangars with corrosion-resistant cable ties. Separation of high-voltage and low-voltage cables shall be incidental to Item AR108158 1/C #8 5KV UG Cable in UD, and no additional compensation will be allowed.

METHOD OF MEASUREMENT

108-4.1. Delete this section.

108-4.2. Revise this section to read as follows:

"The footage of cable installed in trench, duct, or conduit to be paid for shall be the number of lin. ft of cable installed in trench, duct, or conduit measured in-place by direct measurement, completed, ready for operation, and accepted as satisfactory with no allowance being made for overrun due to required slack, turns, splices, etc. The Contractor shall take this into consideration in preparing his bid for the items concerned."

BASIS OF PAYMENT

108-5.1. Payment will be made at the contract unit price per lin. ft of cable completed and accepted by the 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 of manholes, and for all excavation and backfilling; and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

Item AR108158 1/C #8 5KV UG Cable in UD - per lin. ft
Item AR108554 2/C #4 600 V UG Cable in UD - per lin. ft
Item AR108558 2/C #8 600 V UG Cable in UD - per lin. ft

ITEM AR110
4" DIRECTIONAL BORE
2-WAY CONCRETE ENCASED DUCT
4-WAY CONCRETE ENCASED DUCT
EXTEND 2-WAY & 4-WAY DUCT

DESCRIPTION

This item of work shall consist of the installation of all proposed ducting, as shown on the Construction Plans.

110-2.1 General. The duct for this project shall be as specified in the Plans for 2-way and 4-way duct for concrete encasement. The duct for extending 2-way and 4-way duct (concrete-encased) shall be Schedule 40 Polyvinyl Chloride (PVC). The duct to be directional-bored under bituminous pavement shall be 4-in., galvanized rigid steel conduit (GRSC) duct, 4-in. Schedule 40 PVC conduit, or 4-in. High-Density Polyethylene (HDPE) duct. All materials for these items shall be in accordance with the FAA Standard Specification 110 Equipment and Materials.

The duct to be directional-bored under the Union Pacific Railroad shall be 4-in., GRSC duct. All materials associated with this directional bore shall be in accordance with the FAA Specification 110 Equipment and Materials, and meet all additional Specifications dictated by Union Pacific Railroad Specifications. The permit to place this duct at the location shown on the Plans has been acquired by the City of DeKalb. Prior to the directional boring operation, in order to access the railroad property, the Contractor must fill out a Contractors Right of Entry Agreement and submit \$500.00 for processing well in advance of commencing this work. The Contractor is also required to have Railroad Protective Liability Insurance with a certificate of insurance. The required railroad permits and insurance language are in the Standard Specifications for Road and Bridge Construction Articles 107.04 and 107.11. The Union Pacific Railroad Contact Representative is Michael Gatewood (402-997-3549). The project reference folder is 02157-18.

110-2.5 Steel Conduit. Replace this section with the following:

“Rigid steel conduit and fittings shall be hot-dipped, galvanized, UL-listed, produced in accordance with UL Safety Standard #6 and ANSI C80.1.

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, and Group D) shall be suitable for use in Class I, Division 1, and Group D locations. Fittings shall be as manufactured by Appleton, Crouse-Hinds, Hubbell-Killark, O-Z/Gedney, or approved equal.”

110-2.7 Plastic Conduit. Add to this section:

“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. Conduits for directional boring shall be Schedule 40 PVC, UL-listed, rated for 90°C cable-conforming to NEMA Standard TC-2 and UL 651, and suitable for directional boring installation or HDPE, UL-listed, conforming to NEMA Standard TC-7, and UL 651B 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."

CONSTRUCTION METHODS

110-3.1 General. Add to this section:

"The proposed 2-way and 4-way, concrete-encased duct extensions shall be constructed at the locations and in accordance with the details shown on the Construction Plans. The concrete encasement will be chipped back to expose the duct a sufficient amount to place a coupling band to connect the existing and proposed duct. Rebar will be drilled into the existing encasement per the duct detail in the Construction Plans, if they are not present. The existing cables that run through these ducts, that will not be replaced under this project, will be exposed a sufficient distance to allow the Contractor to align these cable with the proposed extension, and then encase these cables in a 4-in. split duct.

The proposed 2-way and 4-way, concrete-encased ducts will be constructed at the locations and in accordance with the details shown on the Construction Plans.

The proposed direct bury duct shall be constructed at the locations and in accordance with the details shown on the Construction Plans. Ducts installed by direct bury method shall be installed 24 in. minimum below grade. Where detailed on the Plans or where required to avoid obstructions, ducts shall be buried deeper.

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 30 in. below the bottom of the pavement it is being bored under. Ducts installed under paved areas and roadways shall extend a minimum of 3 ft beyond the respective pavement or roadway surface. 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 duct and the existing or proposed edge drains. He will make all necessary adjustments in depth of installation to avoid any and all proposed underground improvements."

110-3.7 Locating of Existing Underground Utilities and Cables. The location, size, and type of

material of existing underground utilities indicated on the Plans are not represented as being accurate, sufficient, or complete. Neither the Owner nor the Engineer assumes any responsibility whatever 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 Engineer shall also be immediately notified. Any 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 for utility information, Phone: 1-800-892-0123. Contact FAA for assistance in locating FAA cables. Also contact the Airport Manager and/or respective airport personnel for assistance in locating underground airport cables and/or utilities, and obtain assistance in accessing the Union Pacific Railroad right-of-way.

METHOD OF MEASUREMENT

110-4.1. The quantity of conduit to be paid for shall be the number of lin. ft of ducts of the particular type installed and measured in-place, complete, and accepted by the Resident Engineer.

BASIS OF PAYMENT

110-5.1. 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; and for all excavation and backfilling with aggregate backfill, earth backfill, and concrete; and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

- Item AR110502 2-Way Concrete Encased Duct - per lin. ft
- Item AR110504 4-Way Concrete Encased Duct - per lin. ft
- Item AR110014 4" Directional Bore - per lin. ft
- Item AR110552 Extend 2-Way Duct - per lin. ft
- Item AR110554 Extend 4-Way Duct - per lin. ft

ITEM AR110714
ELECTRICAL MANHOLE 4'

DESCRIPTION

This item of work shall consist of the construction of electrical manholes with lids complete, in accordance with this Specification and as detailed on the Construction Plans.

CONSTRUCTION METHODS

The electrical manhole shall be constructed in accordance with the details as shown on the Construction Plans. The concrete shall conform to Item 610. The manholes shall be provided with heavy-duty frames and solid lids, NEENAH R-1713 frame and lid, or an approved equal. Lids for the manholes shall include lettering labeled "ELECTRIC".

METHOD OF MEASUREMENT

The number of electrical manholes to be paid for shall be the number of structures constructed in-place and accepted by the Resident Engineer.

BASIS OF PAYMENT

Payment will be made at the contract unit price bid for each electrical manhole 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; and for all labor, equipment, tools, and incidentals necessary to complete the structure.

Payment will be made under:

Item AR110714 Electrical Manhole 4' - per each

ITEM AR110900
REMOVE DUCT

DESCRIPTION

This item of work shall consist of the removal of two existing concrete-encased electrical ducts.

CONSTRUCTION METHODS

The two existing electrical ducts that are designated for removal are located under the section of Taxiways A and B that will be removed as part of this project. The Contractor will excavate down to the two existing ducts. The existing lighting circuit cables that run through these two ducts will be jumpered, as shown on the Construction Plans. Once the lighting circuits are jumpered, the Contractor will then excavate the concrete-encased ducts, load them on a truck, and dispose of them off the Airport site. The disposal of the concrete-encased ducts will be considered as incidental to this item of work, and no additional compensation will be allowed. The hole left from the removal of the electrical duct will be filled with earth material. The earth material will come from the Airport construction site. The earth material will be compacted to prevent any future settlement.

The proposed jumper cables will be paid for under Item AR800405 "Install Temporary Lighting" per lump sum.

METHOD OF MEASUREMENT

The quantity of remove duct to be paid for shall be the number of lin. ft of concrete-encased duct removed, disposed of off the Airport site, the hole backfilled, compacted, and accepted by the Resident Engineer.

BASIS OF PAYMENT

Payment will be made at the contract unit price bid for each lin. ft of concrete duct removed. This price shall be full compensation for removal and disposal of the ducts and for all preparation, excavation, backfilling, and placing of the materials; and for all labor, equipment, tools, and incidentals necessary to complete the structure.

Payment will be made under:

Item AR110900 Remove Duct - per lin. ft

ITEM AR125
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 medium-intensity taxi guidance signs at the locations shown on the Construction Plans and in accordance with the details shown on the Plans. Also included in this item will be the modification of taxi guidance sign panels and the testing of the installation and all incidentals necessary to place the lighting systems into operation and complete to the satisfaction of the Resident Engineer.”

EQUIPMENT AND MATERIALS

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

“(d) Non-metallic or quartz light fixtures or plastic couplings will not be acceptable under this contract.

All proposed taxiway lights will be Type L-861-T, with 30-Watt incandescent lamp.

All of the above lights will be manufactured in accordance to FAA Specification AC No. 150/5345-46B, latest edition.

(e) The proposed taxiway guidance signs will conform to Advisory Circular 150/5345-44G. The signs will be Size 1, 18-in. 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 down to -55°C; medium-intensity, Mode 1, to withstand wind loads of 100 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 will be Type L-858Y direction sign (black legend on yellow background); Type L-858R mandatory sign (white legend on red background); Type L-858L location sign (yellow legend and border on black background).

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

125-2.7 Anti-Seize Compound. Prior to installing the proposed taxi guidance signs, 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. The anti-seizing compound will be as manufactured by I.T.T. brand name "Contax", or approved equal.

125-2.8 Stainless Steel Bolts. All base plate-mounting bolts and stake-mounting bolts shall be stainless steel.

CONSTRUCTION METHODS

125-3.3 Identification Numbers. The Contractor will place light identification number tags on ALL of the proposed taxiway lights and taxi guidance signs. The correct light identification numbers are shown on the Construction Plans.

125-3.4 Modify Sign Panels. There is one existing taxi guidance sign that will be modified. The sign is located on existing Taxiway B-4 (proposed Taxiway A-1) at the hold line located 125 ft from the centerline of Runway 9-27. The Contractor will replace the B-4 sign panel with an A-1 sign panel. This sign panel is a location sign, therefore, the sign will have yellow inscriptions on a black background with a yellow border.

ITEM AR125565
SPLICE CAN

DESCRIPTION

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

“This item of work shall consist of furnishing and installing a splice can at the locations, and in accordance with the details shown on the Construction Plans.”

EQUIPMENT AND MATERIALS

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

“(f) The concrete for the proposed splice can will be in conformance with Item 610.

2.7 L-867 Base Can. The proposed splice can shall conform to the requirements of FAA AC 150/5345-42D for Type L-867, Class IA, Size B (12-in. nominal diameter), 24-in. deep. The base can shall be encased in 4-in. thick concrete, as detailed on the Construction Plans.

125-2.8 Base Can Lid. The lid for the proposed splice can shall be a ½-in. thick (minimum) galvanized steel cover plate with holes that match the bolt locations on the L-867 base can.

125-2.9 Stainless Steel Bolts. The proposed splice can lid-mounting bolts shall be stainless steel.”

CONSTRUCTION METHODS

The proposed splice can will be constructed at the location shown on the Construction Plans and in accordance with the detail shown on the Construction Plans.

BASIS OF PAYMENT

125-5.1. Payment will be made at the contract price per each splice can, completed, and accepted in-place by the Resident Engineer. This price shall be full compensation for furnishing all materials and for all preparation, assembly, and installation of these materials; and for all excavation and backfilling, and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

Item AR125565 Splice Can - per each

ITEM AR125901, AR125902 & AR125904
REMOVE STAKE MOUNTED LIGHT
REMOVE BASE MOUNTED LIGHT
REMOVE TAXI GUIDANCE SIGN

DESCRIPTION

This item of work shall consist of the removal of the existing runway and taxiway lights and taxi guidance signs, as noted on the Construction Plans. All removed lights and signs will be turned over to the Airport Manager.

CONSTRUCTION METHODS

The Contractor will remove the existing lights and signs, including mounting stakes, concrete anchors, and/or concrete bases. The electrical wire will be disconnected from each light, reconnected, and placed underground at a minimum depth of 18 in. The stakes, concrete anchors, and concrete bases will be disposed of off the Airport site at the Contractor's own expense.

METHOD OF MEASUREMENT

The number of existing lights and signs that are removed and accepted by the Resident Engineer shall be paid for per each.

BASIS OF PAYMENT

This work will be paid for at the contract unit price bid per each for light and sign removal. This price shall constitute full compensation for removing the lights and signs, for furnishing all materials, labor, equipment, and other incidentals necessary to complete this item of work.

Payment will be made under:

- Item AR125901 Remove Stake Mounted Light - per each
- Item AR125902 Remove Base Mounted Light - per each
- Item AR125904 Remove Taxi Guidance Sign - per each

ITEM AR125950
ADJUST PLASI

DESCRIPTION

This item of work shall consist of adding a safety switch and associated conduit, wiring, fittings, grounding, and accessories to each existing Pulse Light Approach Slope Indicator (PLASI), as detailed on the Plans and in accordance with this Special Provision. Also included in this item of work will be the adjusting of the concrete foundation to match the proposed earth grade around the PLASI foundation.

MATERIALS

THWN Wire. Cable shall comply with Underwriter's Laboratories Standard UL-83 and Federal Specification A-A-59544. Conductor shall be soft annealed, uncoated copper and shall comply with ASTM B3 and B8. Insulation shall be rated for 600-Volts. Insulation shall be PVC conforming to Underwriter's Laboratories requirements for Type THW. The outer covering shall be nylon conforming to Underwriter's Laboratories for type THHN or THWN. Cable shall be UL-listed and marked THWN. Power and control wiring shall be Superior Essex or Southwire Company Type THWN, or approved equal.

Galvanized Rigid Steel Conduit. GRSC shall be heavy wall, hot-dipped, galvanized steel pipe bearing the UL label and conforming to UL-6 and ANSI Specification C80.1. 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.

Schedule 40 PVC Conduit. Schedule 40 PVC conduit shall be UL-listed and comply with NEMA Specification TC-2 (Conduit), (Fittings UL-514), and UL-651 (Standard for rigid non-metallic conduit), and shall be suitable for aboveground, direct earth burial, concrete encasement, and exposed applications. Schedule 40 PVC conduit shall be Carlon Plus 40 conduit, or approved equal.

Liquid-Tight, Flexible Metal Conduit. Liquid-tight, flexible metal conduit shall consist of polyvinyl jacket over flexible, hot-dip, galvanized steel tubing. The flexible conduit shall be completely sealed from liquids, dust, dirt, and fumes, and be resistant to oil, gasoline, grease, and abrasion. Jacket shall also be sunlight-resistant. Liquid-tight, flexible metal conduit shall be UL-listed, suitable for use as a grounding conductor, and comply with Article 350 of the NEC. **Liquid-tight, flexible metal conduit and associated fittings shall be UL-listed to meet the requirements of NEC 350.6.** Liquid-tight, flexible metal conduit shall be Anaconda Sealtite Type UA, as manufactured by Anamet Electrical Inc., 1000 Broadway Avenue East, Mattoon, Illinois 61938-0039, (Phone: 217-234-8844), Liqueatite Type LA, as manufactured by Electri-Flex Company, 222 W. Central Ave., Roselle, Illinois 60172, (Phone: 630-529-2920 or 1-800-323-6174), or approved equal.

Safety Switch. Furnish and install a safety switch for each PLASI, as detailed on the Plans and specified herein. Safety switch shall be heavy-duty, UL-listed, with amperage, voltage, number of poles, and type (fusible or not fusible), and accessories as detailed on the Plans. Safety switch shall be pad lockable in the off position. Include ground lugs or grounding kits with the safety switch. Safety switches located outdoors, or in damp areas, shall be in NEMA 3R and 12 or NEMA 4X enclosures without knockouts. Safety switch shall be as manufactured by Square D, or approved equivalent.

Ground Rods. Ground rods shall be 3/4-in. diameter by 10-ft long, UL-listed, copper-clad, with 10-mil. minimum copper coating.

Legend Plates. Legend plates shall be required for safety switches, circuit breakers, disconnects, etc. Legend plates shall be provided to identify the equipment controlled, the power source and voltage, and the function of each device. Legend plates shall be weatherproof and abrasion-resistant, phenolic material. Lettering shall be black letters on a white background, unless otherwise noted.

CONSTRUCTION METHODS

The Contractor shall use care when rewiring and adding grounding to each respective PLASI unit so that it is not damaged. Any damage incurred will be repaired to the satisfaction of the Engineer, and no additional compensation will be allowed.

Electrical. The Contractor shall furnish and install all electrical materials necessary for complete and operational installation of the PLASI, 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 NEC (most current issue 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, ETL listing (or other third party listing), and/or the manufacturer's warranty of a device shall not be permitted.

Cable Installation for PLASI. The Contractor will be responsible for installing all required power cables in accordance with the PLASI unit manufacturer's recommendations. Installation of cables shall conform to Item 108, per the respective equipment manufacturer's recommendations, and as detailed on the Plans. The existing cable and conduit terminated at each respective PLASI unit shall be disconnected from the respective PLASI and reconnected to the safety switch to be added at each PLASI location. New conduit and conductors shall be furnished and installed from the load side of the safety switch to the PLASI unit as described in the "Grounding for PLASI" requirements and as detailed on the Plans.

Conduit Installation for PLASI. Installation of conduit shall conform to Item 110, the respective PLASI manufacturer's installation instructions, and/or recommendations as detailed on the Plans and as specified herein. Do not install liquid-tight, flexible metal conduit that is not UL-listed.

Installation of Safety Switches. All safety switches shall be provided with appropriate mounting hardware and strut support. Strut support shall be hot-dipped, galvanized steel strut support, Unistrut P-1000 HG, or approved equal. Provide zinc rich paint applied to field cuts of strut support to minimum the potential for corrosion per the respective strut support manufacturer's recommendation. All hardware shall be corrosion-resistant. Mount safety switches securely in accordance with the manufacturer's recommendations/instructions and as required for the respective application. Inspect all safety switches for proper operation, tight and secure connections, and correctness. All safety switch enclosures shall be bonded to ground with a ground lug or bar and ground wire. Field cut holes in safety switch enclosures to accommodate conduit entrances. Where safety switches are provided with concentric knockouts, and the respective conduit does not use the largest knockout, install a grounding bushing with ground wire connections between the bushing and the ground bus. Do not use safety switch enclosures for a splice box or for a pull box. Do not route control wires or other circuit wiring through a safety switch. Where splices are required or other control circuit wires are installed in the respective conduit to a safety switch, provide a separate junction box to accommodate the splices and/or other circuit conductors.

Grounding for PLASI. Grounding for PLASI shall conform to the respective PLASI manufacturer's installation instructions, as detailed on the Plans and as specified herein. The power circuit to the PLASI unit shall include an equipment ground wire. The existing power feeder circuit is a 120 VAC, 2-wire circuit without an equipment ground wire. To comply with the requirements of NEC and the PLASI manufacturer's installation instructions, a safety switch/disconnect shall be installed at the PLASI. The 120 VAC feeder conductors from the vault shall terminate on this safety switch/disconnect. Furnish and install a 3/4-in. diameter by 10-ft long, copper-clad ground rod at the site of the PLASI unit. Top of ground rod shall be buried 30 in. below grade. All connections to ground rods shall be made with exothermic, weld-type connectors, Cadweld by Erico Products, Inc., Solon, Ohio, (Phone 1-800-248-9353), Thermoweld by Continental Industries, Inc., Tulsa, Oklahoma (Phone 918-663-1440) or Ultraweld by Harger Lightning Protection Grounding Equipment, Grayslake, Illinois (Phone 1-800-842-7437). Exothermic weld connections shall be installed in conformance with the respective manufacturer's directions using properly sized and selected molds for each respective application. Bolted connections will not be permitted at ground rods or at buried grounding electrode conductors. Connect the safety switch enclosure frame/ground bar to the ground rod with a #6 AWG bare-stranded, copper-grounding electrode conductor. Bond the neutral to ground in this safety with a #6 AWG (minimum) stranded, copper-bonding jumper. From the load side of the safety switch, install 1 #10 THWN, 1 #10 THWN Neutral, and 1 #10 equipment ground in 3/4-in. UL-listed, liquid-tight, flexible metal conduit to the PLASI unit. The PLASI unit shall also be bonded to the ground rod with a #6 AWG bare-stranded, copper conductor. Ground wire connection to a PLASI unit shall be with a two-hole tongue compression lug bolted to the bottom of the PLASI housing or with a UL-listed pipe clamp connected to one of the PLASI legs located above the frangible coupling.

Adjustment of the PLASI Concrete Foundation. The existing PLASI, located 87.5 ft right station 134+75 on Runway 9-27, will be adjusted in accordance with the details shown on the Construction Plans. The concrete foundation will be raised 0.55 ft to match the proposed earth shoulder around it. The foundation will be constructed with 610 concrete. Reinforcing will be installed in the existing foundation to tie it to the proposed concrete slab. The reinforcing will be two rows of 6 - #4 rebar 12-in. long with a 90 degree bend. The rebar will be drilled and epoxied into place. These

12 rebar will tie the existing concrete foundation to the new foundation. Electrical conduits will be extended as shown. The existing leg assemblies will be removed from the existing concrete foundation, and after the new concrete foundation has cured, the Contractor will attach the leg assemblies to the new foundation.

PLASI OPERATION

When in operation, the existing PLASI unit on Runway 27 is activated by the L-854 radio receiver. Any time Runway 9-27 is closed to aircraft operations, the PLASI unit will be turned OFF. Once the runway is reopened, the PLASI unit will be turned back ON. All shutdowns of the PLASI unit shall be coordinated with the Airport Manager and the Resident Engineer.

BASIS OF PAYMENT

Payment shall be made at the contract unit price per each. This price and payment shall be full compensation for furnishing and installing all materials; for all excavating, labor, tools, equipment, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR125950 Adjust PLASI - per each

ITEM AR125
RELOCATE MEDIUM INTENSITY LIGHTS

DESCRIPTION

This item of work shall consist of the relocation of all designated stake-mounted and base-mounted, medium-intensity runway/taxiway lights and taxi guidance signs from their existing locations shown on the Construction Plans to the proposed locations shown on the Plans.

CONSTRUCTION METHODS

The Contractor will remove the designated lights and signs in a manner as not to damage them. The concrete will be removed from the mounting stakes, and the Contractor will relocate them to the locations shown on the Construction Plans. The concrete base-mounted lights will be excavated and moved to their designated location in their entirety. The existing taxi guidance sign foundations will be removed and disposed off the Airport site at the Contractor's own expense. The Contractor will construct new concrete foundations at the locations show on the Construction Plans and in accordance with the details shown on the Construction Plans. Provisions shall be made for the temporary wiring of the affected circuits to insure that the Airport will maintain all runway and taxiway lighting capabilities.

All components of the medium-intensity light/sign will be relocated in their current condition. Any damage, beyond what is documented and confirmed by the Resident Engineer, to the existing lighting system will be repaired/replaced at the Contractor's expense.

The Contractor will install new 1/C #8 5KV UG cable-in-unit duct from the existing light on either side of the relocated light/sign in order to place the relocated light/sign into the lighting circuit. The cable will be paid for under Item 108158 "1/C #8 5KV UG Cable in UD per lin. ft.

METHOD OF MEASUREMENT

The number of medium-intensity lights/signs, both stake-mounted and base-mounted, to be paid for shall be the number of lights, relocated and accepted by the Resident Engineer.

BASIS OF PAYMENT

Payment will be made at the contract unit price bid for each relocated medium-intensity light/sign, stake-mounted or base-mounted, 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; and for all labor, equipment, tools, and incidentals necessary to complete the structure.

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

ITEM AR125967
RELOCATE REILS

DESCRIPTION

This item of work shall consist of the relocation of the existing REIL units from the existing threshold of runway end 2 to the proposed threshold of runway end 2. The existing pair of REIL units are powered by a 240 VAC cable fed from the electrical vault, and are currently in working order.

EQUIPMENT AND MATERIALS

Power and Control Cable. Power cables from the respective power source splice location to the respective REIL Master Unit installation shall be 2/C #8 XLP-USE, 600-Volt underground cable-in-unit duct, as detailed on the Plans and in conformance with Item 108. Power and control cables between the REIL units shall be as recommended by the respective REIL manufacturer and per FAA AC 150/5345-51. All cable that is direct buried in earth shall be listed suitable for direct burial in earth.

Conduit. Conduit for the REIL system shall conform to Item 110 and per the REIL manufacturer's recommendations.

Liquid-Tight, Flexible Metal Conduit. Liquid-tight, flexible metal conduit shall consist of polyvinyl jacket over flexible, hot-dip, galvanized steel tubing. The flexible conduit shall be completely sealed from liquids, dust, dirt, and fumes, and be resistant to oil, gasoline, grease, and abrasion. Jacket shall also be sunlight-resistant. Liquid-tight, flexible metal conduit shall be UL-listed, suitable for use as a grounding conductor, and comply with Article 350 of the NEC. **Liquid-tight, flexible metal conduit and associated fittings shall be UL-listed to meet the requirements of NEC 350.6. Liquid-tight, flexible metal conduit that is not UL-listed is not acceptable.** Liquid-tight, flexible metal conduit shall be Anaconda Sealtite Type UA, as manufactured by Anamet Electrical Inc., 1000 Broadway Avenue East, Mattoon, Illinois 61938-0039, (Phone: 217-234-8844), Liguatite Type LA, as manufactured by Electri-Flex Company, 222 W. Central Ave., Roselle, Illinois 60172, (Phone: 630-529-2920 or 1-800-323-6174), or approved equal.

Step-Up Transformer. Step-up transformer for use with the power feeder circuit for the REIL system on Runway 2 shall be rated 3 KVA, suitable for connection as 240 VAC, 1 phase primary, 480 VAC, 1 phase, 2-wire secondary, 60 Hz with UL Class 180°C insulation system and 115°C maximum temperature rise. Transformers shall be suitable for indoor/outdoor installation with a NEMA 3R weatherproof enclosure. Transformers shall be UL-listed and shall include electrostatic shielding. Step up transformers shall be suitable for wiring as 240 VAC, 1 phase, 60 Hz primary and 480 VAC, 1 phase, secondary in accordance with the manufacturer's recommendations without affecting the warranty or causing excessive heating of the transformer. Step-up transformers shall

be Acme Electric Corporation, (4815 W. 5th Street, Lumberton, North Carolina 28358, Phone 910-738-1121 or 1-800-334-5214) Catalog Number T-2-53013-S, Square D Company Class 7400, Catalog Number 3S1800FIS, or approved equal.

Step-Down Transformer. Step-down transformers, for use with the power feeder circuit for the REIL system on Runway 2, shall be rated 3 KVA, 480 VAC, 1 phase, primary, 120 VAC, 1 phase, 2-wire secondary, 60 Hz with UL Class 180°C insulation system and 115°C maximum temperature rise. Transformers shall be suitable for indoor/outdoor installation with a NEMA 3R weatherproof enclosure. Transformers shall be UL-listed, and shall include electrostatic shielding. Step-down transformers shall be Acme Electric Corporation, (4815 W. 5th Street, Lumberton, North Carolina 28358, Phone 910-738-1121 or 1-800-334-5214) Catalog Number T-2-53013-S, Square D Company Class 7400, Catalog Number 3S1FIS, or approved equal. Note the Square D Catalog Number 3S1FIS transformer is not suitable for use as a 240 VAC to 480 VAC step-up transformer based on information from Square D Company.

Safety Switches. Furnish and install safety switches for the respective equipment, as detailed on the Plans and specified herein. Safety switches shall be heavy-duty, UL-listed, with amperage, voltage, number of poles, type (fusible or not fusible), and accessories as detailed on the Plans. Safety switches shall be pad lockable in the off position. Include ground lugs or grounding kits with all safety switches. Safety switches located indoors in dry, non-corrosive, non-hazardous areas shall be in NEMA 1 or NEMA 12 enclosures. Safety switches located outdoors, or in damp areas, shall be in NEMA 3R (rain-tight) and NEMA 12 (dust-tight) or NEMA 4X enclosures without knockouts. Safety switches located in hazardous classified areas shall be UL-listed or FM-approved, as suitable for the respective location. Safety switches shall be as manufactured by Square D, or equivalent.

REIL Base/Splice Cans. REIL bases shall be Type L-867 Base/Splice cans, as detailed on the Plans and specified herein. REIL Base/Splice cans shall conform to the requirements of FAA AC 150/5345-42D for Type L-867, Class IA, Size D (16-in. nominal diameter), 24-in. deep, and/or as detailed on the Plans. Splice cans shall have steel covers, ½ in. thick, or as recommended by the respective REIL manufacturer where the splice can is installed for use as the REIL base. Include breakable couplings for mounting REILS to the respective base/foundation.

Anti-Seize Compound. 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. The anti-seize compound will be as manufactured by I.T.T. brand name "Contax", or an approved equal.

Stainless Steel Bolts. All base plate-mounting bolts shall be stainless steel.

Ground Rods. Ground rods shall be 3/4-in. diameter by 10-ft long, UL-listed, copper-clad, with 10-mil. minimum copper coating.

Concrete. Concrete associated with the each REIL foundation and/or splice can shall conform to Item 610 Portland Cement Concrete (PCC) of the Standard Specifications for Construction of Airports.

Legend Plates. Legend plates shall be required for all REIL units, safety switches, circuit breakers, disconnects, etc. Legend plates shall be provided to identify the equipment controlled, the power source and voltage, and the function of each device. Legend plates shall be weatherproof and abrasion-resistant, phenolic material. Lettering shall be black letters on a white background, unless otherwise noted.

CONSTRUCTION

Installation of REILS. The Contractor will remove the existing REIL units after the existing Runway 2 is closed. The Contractor will store the units in a secure location of his choosing, and will be responsible for replacing them in the same condition as noted prior to removal. Any damage to these units will be repaired by the Contractor at his own expense.

The Contractor will remove the existing REIL concrete bases and dispose of them off the Airport site in a legal manner. The holes left from the base removal will be filled with earth material. The earth material will be compacted to prevent any future settlement. The earth material will be taken from the proposed construction site. The disturbed area will be limed, fertilized, and seeded in accordance with Item 901. The liming, fertilizing, and seeding will be considered as an incidental item to the relocation of the REIL units.

The REILS shall be relocated and installed at the locations shown on the Plans. Installation of REILS systems shall conform to FAA AC No. 150/5345-51 titled "SPECIFICATION FOR DISCHARGE-TYPE FLASHING LIGHT EQUIPMENT" and the respective manufacturer's instructions. The Contractor shall install splice cans and construct concrete bases for the REIL units in accordance with the respective REIL manufacturer's installation instructions and recommendations and as detailed on the Construction Plans. All required trenching and cable between the master and slave units, associated hardware, mounting requirements, etc. shall be installed per the respective REIL manufacturer's installation instructions and recommendations, and shall be considered part of the installation with no additional compensation.

In the automatic mode of operation, the REILS shall be activated by radio control corresponding to the 100% brightness level of the respective runway lights as follows:

- 3 clicks – Off
- 5 clicks – Off
- 7 clicks – 100% Brightness/On

The Contractor shall test the relocated units to assure that they are in proper working order. Contractor shall demonstrate proper operation and testing for the Resident Engineer.

Electrical. The Contractor shall furnish and install all electrical materials necessary for complete and operational installation of the REIL 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 NEC (most current issue 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, ETL listing (or other third party listing), and/or the manufacturer's warranty of a device shall not be permitted.

Cable Installation for REILS. Installation of cables shall conform to Item 108, the applicable sections of FAA AC 150/5345-51, per the respective equipment manufacturer's installation instructions and recommendations, and as detailed on the Plans.

The Contractor shall expose the existing power cables a sufficient distance to allow the Contractor to connect the existing power cables to the proposed step-down transformer located as shown on the Construction Plans.

The Contractor will furnish and install 3/C #8 600-Volt, underground cable-in-unit duct, and/or conduit from the secondary disconnect at the step-down transformer to the REIL Master Unit. These cables will be considered incidental to the REIL relocation, and no additional compensation will be allowed.

The Contractor will be responsible for installing all required power and control cables between the REIL units in accordance with the REIL unit manufacturer's installation instructions and recommendations. These cables will be considered incidental to the REIL relocation, and no additional compensation will be allowed.

Conduit Installation for REILS. Installation of conduit shall conform to Item 110 and the respective REIL manufacturer's installation instructions and/or recommendations.

Installation of Step-up and Step-down Transformers. The Contractor will install a step-up transformer in the electrical vault and a step-down transformer at the site of the installation of the relocated PAPI units. Step-up and step-down transformers shall be installed, as detailed on the Plans, in accordance with the transformer manufacturer's installation instructions and wiring diagrams, and as specified herein. Step-up and/or step-down transformers shall be suitable for the respective voltage applications, and shall be installed such that the installation does not affect the warranty or cause excessive heating of the transformer. Note some manufacturer's 480 VAC primary, 120/240 VAC secondary step-down transformers are not suitable to be wired backwards to provide a 240 VAC primary to 480 VAC secondary step-up transformer. The Contractor will also install other associated electrical equipment, as required to provide electrical power to the relocated PAPI units. The proposed step-down transformer and two safety switches (primary and secondary) will be mounted near the PAPI power and control unit (PCU), as shown on the Construction Plans. The proposed mounting assembly will be considered as part of the relocation of the REIL units, and no additional compensation will be allowed.

Installation of Safety Switches. All safety switches shall be provided with appropriate mounting hardware and strut support. Strut support shall be hot-dipped, galvanized steel strut support, Unistrut P-1000 HG, or approved equal. Provide zinc rich paint applied to field cuts of strut support to minimum the potential for corrosion per the respective strut support manufacturer's recommendation. All hardware shall be corrosion-resistant. Mount safety switches securely in accordance with the manufacturer's recommendations/instructions, and as required for the

respective application. Inspect all safety switches for proper operation, tight and secure connections, and correctness. All safety switch enclosures shall be bonded to ground with a ground lug or bar and ground wire. Field cut holes in safety switch enclosures to accommodate conduit entrances. Where safety switches are provided with concentric knockouts, and the respective conduit does not use the largest knockout, install a grounding bushing with ground wire connections between the bushing and the ground bus. Do not use safety switch enclosures for a splice box or for a pull box. Do not route control wires or other circuit wiring through a safety switch. Where splices are required or other control circuit wires are installed in the respective conduit to a safety switch, provide a separate junction box to accommodate the splices and/or other circuit conductors. Provide weatherproof, abrasion-resistant, engraved legend plates for each safety switch noting the device served, the power source, and the voltage system.

Grounding for REILS. Grounding for REILS shall conform to the respective REIL manufacturer's installation instructions, as detailed on the Plans and as specified herein. The power circuit to Master REIL unit, and each slave unit, shall include an equipment ground wire of the same size and type as the phase conductors. Furnish and install a 3/4-in. diameter by 10-ft long, copper-clad ground rod at each REIL unit. Bond each REIL unit housing to the respective ground rod in accordance with the manufacturer's instructions with a #6 AWG bare solid or stranded (per REIL manufacturer requirements), copper grounding electrode conductor. Top of ground rods shall be buried 30 in. below grade. All connections to ground rods shall be exothermic-weld, as manufactured by Cadweld or Thermoweld. Connections to REIL unit frames shall be as recommended by the manufacturer or with a UL-listed grounding connectors. All ground rods associated with the REIL installation shall be bonded together with a #6 AWG solid copper conductor. Contractor shall confirm counterpoise requirements and/or additional grounding requirements with the respective REIL manufacturer's installation instructions and/or recommendations.

Grounding Requirements. Grounding shall conform to the following, as applicable: The Contractor shall furnish and install all grounding shown on the Plans and/or as may be necessary or required to make a complete grounding system, as required by the latest NEC (NFPA 70) in force. The reliability of the grounding system is dependent on careful, proper installation, and choice of materials. Improper preparation of surfaces to be joined to make an electrical path, loose joints, or corrosion can introduce impedance that will seriously impair the ability of the ground path to protect personnel and equipment and to absorb transients that can cause noise in communications circuits. The following functions are particularly important to ensure a reliable ground system:

- All products associated with the grounding system shall be UL-listed and labeled.
- All bolted or mechanical connections shall be coated with a corrosion-preventative compound before joining, Sanchem Inc. "NO-OX-ID "A-Special" compound or equal
- Metallic surfaces to be joined shall be prepared by the removal of all non-conductive material, per 2005 NEC Article 250-12. All copper bus bars must be cleaned prior to making connections to remove surface oxidation.

- Metallic raceway fittings shall be made up tight to provide a permanent low impedance path for all circuits. Metal conduit terminations in enclosures shall be bonded to the enclosure with UL-listed fittings suitable for grounding. Provide grounding bushings with bonding jumpers for all metal conduits entering service equipment (meter base, CT cabinet, main service breaker enclosure, etc.), generator breaker enclosures, and automatic transfer switch enclosures. Provide grounding bushings with bonding jumpers for all metal conduits entering an enclosure through concentric or eccentric knockouts that are punched or otherwise formed so as to impair the electrical connection to ground. Standard locknuts or bushings shall not be the sole means for bonding where a conduit enters an enclosure through a concentric or eccentric knockout.
- Furnish and install ground rings, ground fields, and/or ground rods at all locations where shown on the Plans or specified herein. Ground rods shall be 3/4-in. diameter, 10 ft long, UL-listed, copper-clad with 10 mil. minimum copper coating. Top of ground rods shall be a minimum of 30 in. below finish grade, unless otherwise noted on the Plans. Ground rods shall be spaced, as detailed on the Plans, and in no case spaced less than one-rod length apart. All connections to ground rods and/or ground rings shall be made with exothermic, weld-type connectors, Cadweld by Erico Products, Inc., Solon, Ohio, (Phone: 1-800-248-9353), Thermoweld by Continental Industries, Inc., Tulsa, Oklahoma (Phone: 918-663-1440), 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 or at buried grounding electrode conductors. Grounding electrode conductors shall be bare-stranded, copper-sized, as detailed on the Plans. In addition to the grounding work described herein and shown on the Plans, the Contractor shall test the made electrode ground field/ground ring with an instrument specifically designed for testing ground field systems. If ground resistance exceeds **10 Ohms**, contact the Resident Engineer for further direction. Copies of ground field test results shall be furnished to the Resident Engineer, upon request, for review and record purposes.
- All connections, located above grade, between the different types of grounding conductors shall be made using UL-listed, double-compression, crimp-type connectors or UL-listed, bolted, ground connectors. For ground connections to enclosures, cases, and frames of electrical equipment not supplied with ground lugs, the Contractor shall drill required holes for mounting a bolted, ground connector. All bolted, ground connectors shall be Burndy, Thomas and Betts, or equal. Tighten connections to comply with tightening torques in UL Standard 486A to assure permanent and effective grounding.
- All metal equipment enclosures, conduits, cabinets, boxes, receptacles, etc. shall be bonded to the respective grounding system.
- Each new feeder circuit and/or branch circuit shall include an equipment ground wire. Metal raceway or conduit shall not meet this requirement. The equipment

ground wire from equipment shall not be smaller than allowed by 2005 NEC Table 250-122 "Minimum Size Conductors or Grounding Raceway and Equipment." When conductors are adjusted in size to compensate for voltage drop, equipment-grounding conductors shall be adjusted proportionately according to circular mil. area. All equipment ground wires shall be copper, either bare or insulated green in color. Where the equipment grounding conductors are insulated, they shall be identified by the color green, and shall be the same insulation type as the phase conductors.

- Bond the main electrical service neutral to ground at the main service disconnect. Bond the service neutral to ground at one location only per the NEC. A grounding connection shall not be made to any neutral circuit conductor on the load side of the service disconnecting means, except as permitted by 2005 NEC 250-24.
- The secondary neutral of all transformers (separately derived system transformers) shall be grounded in accordance with the NEC. The respective grounding electrode conductor shall be connected to the neutral point of the transformer between the transformer and the output disconnecting means. Size of the grounding electrode conductor shall be in accordance with 2005 NEC Article 250-66 and Table 250-66 unless shown larger on the Drawings. A bond shall be provided between the neutral and transformer case, or other metal that is part of the AC equipment grounding system, so as to complete a circuit for fault current to the transformer winding from the AC equipment grounding system. Size of the neutral bonding conductor shall be in accordance with 2005 NEC Article 250-102.
- All exterior metal conduit, where not electrically continuous because of manholes, handholes, non-metallic junction boxes, etc., shall be bonded to all other metal conduit in the respective duct run, and at each end, with a copper-bonding jumper sized in conformance with 2005 NEC 250-102. Where metal conduits terminate in an enclosure (such as a motor control center, switchboard, etc.) where there is not electrical continuity with the conduit and the respective enclosure, provide a bonding jumper from the respective enclosure ground bus to the conduit sized per 2005 NEC 250-102.
- Install grounding electrode conductors and/or individual ground conductors in Schedule 40 or Schedule 80 PVC conduit. Where grounding electrode conductors or individual ground conductors are run in PVC conduit, do not completely encircle conduit with ferrous and/or magnetic materials. Use non-metallic, reinforced fiberglass strut support. Where metal conduit clamps are installed, use nylon bolts, nuts, washers, and spacers to interrupt a complete metallic path from encircling the conduit.

BASIS OF PAYMENT

Payment shall be made at the contract unit price per pair for REIL Relocation. This price and payment shall be full compensation for removing the existing REIL units; storing the units; removal

of the existing REIL bases, and backfilling of the holes; furnishing, installing, and construction of the new REIL bases; for furnishing and installing step-up and step-down transformers, safety switches, supports, conduits, and all other incidentals required to provide the electrical power to the relocated PAPI units; for furnishing and installing all materials; for all excavating, labor, tools, testing, grounding, equipment, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR125967 Relocate REILS - per pair

ITEM AR125968
RELOCATE PAPI

DESCRIPTION

This item of work shall consist of relocating the existing PAPI at the locations shown on the Construction Plans. This installation will be in accordance with the details on the Plans and this Special Provision.

MATERIALS

Power and Control Cable. Power cables from the respective power source splice location to the respective step-down transformer location shall be 2/C #8 XLP-USE, 600-Volt underground cable-in-unit duct, as detailed on the Plans and in conformance with Item AR108558. Power cables from the secondary disconnect at the step-down transformer to the PAPI PCU shall be 3/C #8 XLP-USE 600-Volt underground cable-in-unit duct and/or conduit, as detailed on the Plans and in conformance with Item 108. Power and control circuit wiring from the PAPI PCU to the PAPI lighting units shall be per manufacturer's recommendations and/or instructions.

Conduit and Ducts. Conduit and ducts for the PAPI systems shall conform to Item 110, per manufacturer's recommendations, as detailed on the Plans and as specified herein. Conduit for power and control cables from the PAPI PCU to the PAPI lighting units and between the PAPI lighting units shall be 2-in. Schedule 40 PVC conduit, or larger, where required by NEC and/or manufacturer's recommendations for the respective cables. Schedule 40 PVC conduit shall be UL-listed and comply with NEMA Specification TC-2 (Conduit), (Fittings UL-514), and UL-651 (Standard for rigid, non-metallic conduit), and shall be suitable for aboveground, direct earth burial, concrete encasement, and exposed applications. Schedule 40 PVC conduit shall be Carlon Plus 40 conduit, or approved equal.

Liquid-Tight, Flexible Metal Conduit. Liquid-tight, flexible metal conduit shall consist of polyvinyl jacket over flexible, hot-dip, galvanized steel tubing. The flexible conduit shall be completely sealed from liquids, dust, dirt, and fumes, and be resistant to oil, gasoline, grease, and abrasion. Jacket shall also be sunlight-resistant. Liquid-tight, flexible metal conduit shall be UL-listed, suitable for use as a grounding conductor, and comply with Article 350 of the NEC. **Liquid-tight, flexible metal conduit and associated fittings shall be UL-listed to meet the requirements of NEC 350.6. Liquid-tight, flexible metal conduit that is not UL-listed is not acceptable.** Liquid-tight, flexible metal conduit shall be Anaconda Sealite Type UA, as manufactured by Anamet Electrical Inc., 1000 Broadway Avenue East, Mattoon, Illinois 61938-0039, (Phone: 217-234-8844), Liqueatite Type LA, as manufactured by Electri-Flex Company, 222 W. Central Ave., Roselle, Illinois 60172, (Phone: 630-529-2920 or 1-800-323-6174), or approved equal.

Step-Up Transformer. Step-up transformer for use with the power feeder circuit for the PAPI system on Runway 2 shall be rated 3 KVA, suitable for connection as 240 VAC, 1 phase primary, 480 VAC, 1 phase, 2-wire secondary, 60 Hz with UL Class 180°C insulation system and 115°C

maximum temperature rise. Transformers shall be suitable for indoor/outdoor installation with a NEMA 3R weatherproof enclosure. Transformers shall be UL-listed, and shall include electrostatic shielding. Step up transformers shall be suitable for wiring as 240 VAC, 1 phase, 60 Hz primary and 480 VAC, 1 phase, secondary in accordance with the manufacturer's recommendations without affecting the warranty or causing excessive heating of the transformer. Step-up transformers shall be Acme Electric Corporation, (4815 W. 5th Street, Lumberton, North Carolina 28358, Phone 910-738-1121 or 1-800-334-5214) Catalog Number T-2-53013-S, Square D Company Class 7400, Catalog Number 3S1800FIS, or approved equal.

Step-Down Transformer. Step-down transformers, for use with the power feeder circuit for the PAPI system on Runway 2, shall be rated 3 KVA, 480 VAC, 1 phase, primary, 120 VAC, 1 phase, 2-wire secondary, 60 Hz with UL Class 180°C insulation system and 115°C maximum temperature rise. Transformers shall be suitable for indoor/outdoor installation with a NEMA 3R weatherproof enclosure. Transformers shall be UL-listed, and shall include electrostatic shielding. Step-down transformers shall be Acme Electric Corporation, (4815 W. 5th Street, Lumberton, North Carolina 28358, Phone 910-738-1121 or 1-800-334-5214) Catalog Number T-2-53013-S, Square D Company Class 7400, Catalog Number 3S1FIS, or approved equal. Note the Square D Catalog Number 3S1FIS transformer is not suitable for use as a 240 VAC to 480 VAC step-up transformer based on information from Square D Company.

Safety Switches. Furnish and install safety switches for the respective equipment, as detailed on the Plans and specified herein. Safety switches shall be heavy-duty, UL-listed, with amperage, voltage, number of poles, type (fusible or not fusible), and accessories, as detailed on the Plans. Safety switches shall be pad lockable in the off position. Include ground lugs or grounding kits with all safety switches. Safety switches located indoors in dry, non-corrosive, non-hazardous areas shall be in NEMA 1 or NEMA 12 enclosures. Safety switches located outdoors, or in damp areas, shall be in NEMA 3R (rain-tight) and NEMA 12 (dust-tight) or NEMA 4X enclosures without knockouts. Safety switches located in hazardous classified areas shall be UL-listed or FM-approved as suitable for the respective location. Safety switches shall be as manufactured by Square D, or equivalent.

Splice Cans. Splice cans shall conform to the requirements of FAA AC 150/5345-42C for Type L-867, Class I, Size B (12-in. nominal diameter), 24-in. deep. Splice cans shall have steel covers, 1/2-in. thick, or as recommended by the respective PAPI manufacturer where the splice can is installed at the PAPI installation.

Anti-Seize Compound. 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. The anti-seize compound will be as manufactured by I.T.T. brand name "Contax", or an approved equal.

Stainless Steel Bolts. All base plate-mounting bolts shall be stainless steel.

Ground Rods. Ground rods shall be 3/4-in. diameter by 10-ft long, UL-listed, copper-clad, with 10-mil. minimum copper coating.

Concrete. Concrete associated with the each PAPI foundation pad and/or splice can shall conform to Item 610 Portland Cement Concrete of the Standard Specifications for Construction of Airports.

Legend Plates. Legend plates shall be required for all PAPI power control units, safety switches, circuit breakers, disconnects, etc. Legend plates shall be provided to identify the equipment controlled, the power source and voltage, and the function of each device. Legend plates shall be weatherproof and abrasion-resistant, phenolic material. Lettering shall be black letters on a white background, unless otherwise noted.

CONSTRUCTION METHODS

Installation of PAPI Systems. Installation of PAPI systems shall conform to FAA AC No. 150/5345-28E titled "PRECISION APPROACH PATH INDICATOR (PAPI) SYSTEMS" and the respective manufacturer's instructions. The Contractor shall construct concrete bases for the relocated PAPI system units per manufacturer's instructions and recommendations and/or as shown on the Construction Plans. All bolt placements will be as per manufacturer's recommendations. The Contractor shall use care when removing the PAPI units (to be relocated) so that they are not damaged. Any damage incurred will be repaired to the satisfaction of the Engineer, and no additional compensation will be allowed. The structural legs shall have breakable couplings not more than 2 in. from the top of the respective base/foundation. Coordinate L-867 splice cans and conduit installations into the bases as applicable for power, control, and/or grounding cable conduits. The power control unit shall be installed in the location shown on the Plans. The poles/support posts installed to support the unit will be anchored in concrete typical to the PAPI base, and each pole/support post shall have a breakable coupling not more than 2 in. from the top of the concrete base/foundation.

Once the relocation has been accomplished, the Contractor will remove the existing concrete piers and backfill these holes with earth fill and compacted. The removed piers will be disposed of off the Airport site, in a legal manner, at the Contractor's own expense.

The PAPI unit will be installed and aimed in accordance with manufacturer's specifications. The aiming angles will comply with those shown on the Plans.

The PAPI system will be turned off during the proposed temporary displacement of Runway End 2. The PAPI will be allowed to be turned on for testing only. Coordinate testing with the Airport Manager and the Resident Engineer. Once all testing has been completed, it will be turned off until Runway 2-20 is reopened to its full length of 7,025 ft.

Prior to final acceptance and activation, the completed PAPI unit will be flight checked by IDA, and it shall be the Contractor's responsibility to have a representative present to make any necessary adjustments in the aiming of the PAPI units.

Electrical. The Contractor shall furnish and install all electrical materials necessary for complete and operational installation of the PAPI 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 NEC (most current issue 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, ETL

listing (or other third party listing), and/or the manufacturer's warranty of a device shall not be permitted.

Cable Installation for PAPIs. Installation of cables shall conform to Item 108, the applicable sections of FAA AC 150/5345-28E, per the respective equipment manufacturer's recommendations, and as detailed on the Plans. The Contractor shall splice the existing power cables to new 2/C #8 600-Volt, underground cable-in-unit duct inside the existing electrical manhole, as shown on the Construction Plans. The Contractor shall install new 2/C #8 600-Volt, underground cable-in-unit duct from the existing electrical manhole/splice point to the proposed step-down transformer located at the relocated PAPI site, as detailed on the Plans. The new power cable from the respective electrical manhole/splice point to the step-down transformer will be paid for under Item AR108558. The routing of the proposed power cable is shown on the Construction Plans.

The Contractor will furnish and install 3/C #8 600-Volt, underground cable-in-unit duct, and/or conduit from the secondary disconnect at the step-down transformer to the PAPI PCU. These cables will be considered incidental to the PAPI relocation, and no additional compensation will be allowed.

The Contractor will be responsible for installing all required control/power cables between the PAPI units in accordance with the PAPI unit manufacturer's installation instructions and recommendations. Power and control cables from the PAPI PCU to the PAPI lighting units and between the PAPI lighting units shall be installed in 2-in. Schedule 40 PVC conduit, or larger where required by NEC and/or manufacturer's recommendations for the respective cables. These cables will be considered incidental to the PAPI relocation, and no additional compensation will be allowed.

Conduit Installation for PAPIs. Installation of conduit shall conform to Item 110, the respective PAPI manufacturer's installation instructions and/or recommendations, as detailed on the Plans and as specified herein. Coordinate conduit installations into the PAPI foundations.

Installation of Step-up and Step-down Transformers. The Contractor will install a step-up transformer in the electrical vault and a step-down transformer at the site of the installation of the relocated PAPI units. Step-up and step-down transformers shall be installed as detailed on the Plans, in accordance with the transformer manufacturer's installation instructions and wiring diagrams, and as specified herein. Step-up and/or step-down transformers shall be suitable for the respective voltage applications, and shall be installed such that the installation does not affect the warranty or cause excessive heating of the transformer. Note some manufacturer's 480 VAC primary, 120/240 VAC secondary step-down transformers are not suitable to be wired backwards to provide a 240 VAC primary to 480 VAC secondary step-up transformer. The Contractor will also install other associated electrical equipment, as required to provide electrical power to the relocated PAPI units. The proposed step-down transformer and two safety switches (primary and secondary) will be mounted near the PAPI PCU, as shown on the Construction Plans. The proposed mounting assembly will be considered as part of the relocation of the PAPI units, and no additional compensation will be allowed.

Installation of Safety Switches. All safety switches shall be provided with appropriate mounting hardware and strut support. Strut support shall be hot-dipped, galvanized steel strut support, Unistrut P-1000 HG, or approved equal. Provide zinc rich paint applied to field cuts of strut support to minimum the potential for corrosion per the respective strut support manufacturer's recommendation. All hardware shall be corrosion-resistant. Mount safety switches securely in accordance with the manufacturer's recommendations/instructions and as required for the respective application. Inspect all safety switches for proper operation, tight and secure connections, and correctness. All safety switch enclosures shall be bonded to ground with a ground lug or bar and ground wire. Field cut holes in safety switch enclosures to accommodate conduit entrances. Where safety switches are provided with concentric knockouts, and the respective conduit does not use the largest knockout, install a grounding bushing with ground wire connections between the bushing and the ground bus. Do not use safety switch enclosures for a splice box or for a pull box. Do not route control wires or other circuit wiring through a safety switch. Where splices are required or other control circuit wires are installed in the respective conduit to a safety switch, provide a separate junction box to accommodate the splices and/or other circuit conductors. Provide weatherproof, abrasion-resistant, engraved legend plates for each safety switch noting the device served, the power source, and the voltage system.

Grounding for PAPIs. Grounding for PAPIs shall conform to the respective PAPI manufacturer's installation instructions, as detailed on the Plans and as specified herein. The power circuit to each PAPI unit, including the PAPI PCU, shall include an equipment ground wire of the same size and type as the phase conductors. Furnish and install a 3/4-in. diameter by 10-ft long, copper-clad ground rod at the PAPI PCU and at each PAPI lighting unit. Ground rods shall be spaced, as detailed on the Plans and in no case spaced less than one rod length apart. Bond each PAPI unit (power control unit and lighting units) to the respective ground rod with a #6 AWG stranded copper grounding electrode conductor. Top of ground rods shall be buried 30 in. below grade. All connections to ground rods shall be exothermic-weld, as manufactured by Cadweld by Erico Products, Inc., Solon, Ohio, (Phone 1-800-248-9353), Thermoweld by Continental Industries, Inc., Tulsa, Oklahoma (Phone 918-663-1440) or Ultraweld by Harger, Grayslake, Illinois (Phone 1-800-842-7437). Exothermic-weld connections shall be installed in conformance with the respective manufacturer's directions using properly sized molds suitable for each respective application. Connections to PAPI unit frame shall be as recommended by the manufacturer or with a UL-listed grounding connector. All ground rods associated with the complete PAPI installation shall be bonded to together with a #6 AWG solid copper counterpoise conductor. This counterpoise conductor shall be installed in the same trench located 10 in. above the power and control conductors, between each respective PAPI unit (PCU and/or lighting unit).

Grounding Requirements. Grounding shall conform to the following as applicable: The Contractor shall furnish and install all grounding shown on the Plans and/or as may be necessary or required to make a complete grounding system, as required by the latest NEC (NFPA 70) in force. The reliability of the grounding system is dependent on careful, proper installation, and choice of materials. Improper preparation of surfaces to be joined to make an electrical path, loose joints, or corrosion can introduce impedance that will seriously impair the ability of the ground path to protect personnel and equipment and to absorb transients that can cause noise in communications circuits. The following functions are particularly important to ensure a reliable ground system:

- All products associated with the grounding system shall be UL-listed and labeled.
- All bolted or mechanical connections shall be coated with a corrosion-preventative compound before joining, Sanchem Inc. "NO-OX-ID "A-Special" compound, or equal.
- Metallic surfaces to be joined shall be prepared by the removal of all non-conductive material, per 2005 NEC Article 250-12. All copper bus bars must be cleaned prior to making connections to remove surface oxidation.
- Metallic raceway fittings shall be made up tight to provide a permanent low impedance path for all circuits. Metal conduit terminations in enclosures shall be bonded to the enclosure with UL-listed fittings suitable for grounding. Provide grounding bushings with bonding jumpers for all metal conduits entering service equipment (meter base, CT cabinet, main service breaker enclosure, etc.), generator breaker enclosures, and automatic transfer switch enclosures. Provide grounding bushings with bonding jumpers for all metal conduits entering an enclosure through concentric or eccentric knockouts that are punched or otherwise formed so as to impair the electrical connection to ground. Standard locknuts or bushings shall not be the sole means for bonding where a conduit enters an enclosure through a concentric or eccentric knockout.
- Furnish and install ground rings, ground fields, and/or ground rods at all locations where shown on the Plans or specified herein. Ground rods shall be 3/4-in. diameter, 10 ft long, UL-listed, copper-clad with 10 mil. minimum copper coating. Top of ground rods shall be a minimum of 30 in. below finish grade unless otherwise noted on the Plans. Ground rods shall be spaced, as detailed on the Plans, and in no case spaced less than one rod length apart. All connections to ground rods and/or ground rings shall be made with exothermic, weld-type connectors, Cadweld by Erico Products, Inc., Solon, Ohio, (Phone: 1-800-248-9353), Thermoweld by Continental Industries, Inc., Tulsa, Oklahoma (Phone: 918-663-1440), 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 or at buried grounding electrode conductors. Grounding electrode conductors shall be bare-stranded, copper-sized, as detailed on the Plans. In addition to the grounding work described herein and shown on the Plans, the Contractor shall test the made electrode ground field/ground ring with an instrument specifically designed for testing ground field systems. If ground resistance exceeds **10 Ohms**, contact the Resident Engineer for further direction. Copies of ground field test results shall be furnished to the Resident Engineer, upon request, for review and record purposes.
- All connections, located above grade, between the different types of grounding conductors shall be made using UL-listed, double-compression, crimp-type connectors or UL-listed, bolted ground connectors. For ground connections to enclosures, cases, and frames of electrical equipment not supplied with ground lugs,

the Contractor shall drill required holes for mounting a bolted, ground connector. All bolted, ground connectors shall be Burndy, Thomas and Betts, or equal. Tighten connections to comply with tightening torques in UL Standard 486A to assure permanent and effective grounding.

- All metal equipment enclosures, conduits, cabinets, boxes, receptacles, etc. shall be bonded to the respective grounding system.
- Each new feeder circuit and/or branch circuit shall include an equipment ground wire. Metal raceway or conduit shall not meet this requirement. The equipment ground wire from equipment shall not be smaller than allowed by 2005 NEC Table 250-122 "Minimum Size Conductors or Grounding Raceway and Equipment." When conductors are adjusted in size to compensate for voltage drop, equipment-grounding conductors shall be adjusted proportionately according to circular mil. area. All equipment ground wires shall be copper, either bare or insulated, green in color. Where the equipment grounding conductors are insulated, they shall be identified by the color green, and shall be the same insulation type as the phase conductors.
- Bond the main electrical service neutral to ground at the main service disconnect. Bond the service neutral to ground at one location only per the NEC. A grounding connection shall not be made to any neutral circuit conductor on the load side of the service disconnecting means, except as permitted by 2005 NEC 250-24.
- The secondary neutral of all transformers (separately derived system transformers) shall be grounded in accordance with the NEC. The respective grounding electrode conductor shall be connected to the neutral point of the transformer between the transformer and the output disconnecting means. Size of the grounding electrode conductor shall be in accordance with 2005 NEC Article 250-66 and Table 250-66 unless shown larger on the Drawings. A bond shall be provided between the neutral and transformer case, or other metal that is part of the AC equipment grounding system, so as to complete a circuit for fault current to the transformer winding from the AC equipment grounding system. Size of the neutral bonding conductor shall be in accordance with 2005 NEC Article 250-102.
- All exterior metal conduit, where not electrically continuous because of manholes, handholes, non-metallic junction boxes, etc., shall be bonded to all other metal conduit in the respective duct run, and at each end, with a copper-bonding jumper sized in conformance with 2005 NEC 250-102. Where metal conduits terminate in an enclosure (such as a motor control center, switchboard, etc) where there is not electrical continuity with the conduit and the respective enclosure, provide a bonding jumper from the respective enclosure ground bus to the conduit sized per 2005 NEC 250-102.
- Install grounding electrode conductors and/or individual ground conductors in Schedule 40 or Schedule 80 PVC conduit. Where grounding electrode conductors

or individual ground conductors are run in PVC conduit, do not completely encircle conduit with ferrous and/or magnetic materials. Use non-metallic, reinforced fiberglass strut support. Where metal conduit clamps are installed, use nylon bolts, nuts, washers, and spacers to interrupt a complete metallic path from encircling the conduit.

PAPI OPERATION

When in operation, the proposed PAPI units are active 24 hours per day. Any time Runway 2-20 is temporarily displaced or closed to aircraft operations, the PAPI units will be turned OFF. Once the runway is reopened, the PAPI units will be turned back ON.

BASIS OF PAYMENT

Payment shall be made at the contract unit price per each. This price and payment shall be full compensation for construction of the new PAPI concrete bases; removal of the existing PAPI concrete base and backfilling of the holes; for furnishing and installing, step-up and step-down transformers, safety switches, supports, conduits, and all other incidentals required to provide the electrical power to the relocated PAPI units; for furnishing and installing all materials; for all excavating, labor, tools, testing, grounding, splice cans, equipment and incidentals necessary to complete this item of work. The new power cable (2/C #8 600-Volt, underground cable-in-unit duct) from the respective splice point in the existing electrical manhole to the proposed step-down transformer located at the relocated PAPI site will be paid for under Item AR108558. All other cable and wiring associated with the PAPI relocation shall be incidental to Item AR125968 Relocate PAPI and no additional compensation will be allowed.

Payment will be made under:

Item AR125968 Relocate PAPI - per each

AR150540
HAUL ROUTE

DESCRIPTION

This item of work shall consist of construction, maintenance, and removal of the proposed haul routes and equipment parking and material storage areas that are needed to provide access to the area of construction, as shown on the Construction Plans. The entrances onto the Airport have an existing 24-ft gate. The haul routes will be constructed and maintained in accordance to these Specifications.

CONSTRUCTION METHODS

The Contractor shall construct the haul routes to provide an all weather road to the construction site. The haul routes will be maintained as not to cause delay to the proposed construction.

The gates will be closed when the Contractor is not engaged in continuous hauling operations. The gates will be locked at the end of each working day. The Contractor shall furnish "Road Closed" signs on barricades adjacent to the gates to prevent the public from entering the Airport.

The Contractor will take special precautions during construction so as not to damage the existing roads, taxiways, buildings, and other existing improvements. Any damage to the existing improvements during construction shall be repaired or replaced by the Contractor at his own expense. All active pavement areas shall be kept broom clean at all times.

Restoration: The Contractor shall restore the haul routes, equipment parking, and material storage areas when they are no longer required. All materials used for the haul routes, equipment parking, and material storage areas will be removed from the Airport site. The haul routes, equipment parking, and material storage areas will be filled and graded to their original elevations. The areas disturbed by the haul routes, equipment parking, and material storage areas will be seeded and mulched in accordance with Item 901 - Seeding and Item 908 - Mulching. The turfing of these areas will be considered 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.

One of the three proposed haul routes will provide access from County Farm Road on the west side of the proposed construction site. This haul route will be used when the Contractor is working on Taxiways A and C. There already is an access road off of County Farm Road, and the Contractor will be required to construct approximately 200 ft of additional access road in order to access Taxiway C. The Contractor will construct this section of the proposed access road with 6-in. of 209-Crushed Aggregate Base Course. Since this haul route will be left in-place at the end of the project, the Contractor will place 2 in. of 401-Bituminous Surface Course on the last 20 ft of the access road (next to Taxiway C). The bituminous pavement will be placed on the access road at the

end of the construction project. The Contractor will construct his equipment parking and material storage area, as shown on the Construction Plans. These areas will be maintained throughout the construction project and removed when the project is completed. The Contractor will restore these areas to their original condition.

BASIS OF PAYMENT

Payment will be made at the contract unit price per lump sum for constructing the haul route as specified. This price shall be full compensation for furnishing and installation of all materials; restoration and turfing; 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

ITEM AR151450
CLEARING AND GRUBBING

DESCRIPTION

151-1.1. This item shall consist of:

- 1) Clearing and Grubbing. The clearing, grubbing, and disposal of all trees, stumps, down timber, logs, snags, brush, hedges, heavy growth, fences, and rubbish of any nature shall be cleared, grubbed, and disposed of from the designated areas. There are rubber tires, pieces of concrete, and other rubbish that the Contractor will remove from the clearing and grubbing site as an incidental item to the clearing and grubbing.

Due to EPA restrictions for the Indiana Bat, the clearing and grubbing of this property cannot be done between April 1 and September 30.

All permits and fees will be obtained and paid for by the Contractor.

CONSTRUCTION METHODS

151-2.1 General. Add the following to the end of the first paragraph:

“It will be the Contractor’s responsibility to know and adhere to all applicable Federal, State, and local codes, ordinances, rules, and regulations concerning the clearing, burning, burying, or disposal of cleared, grubbed, and other spoil material deriving from this project. All equipment required by these codes, ordinances, rules, and regulations will be the Contractor’s responsibility to furnish as part of this item of work. No additional claim will be allowed for any required equipment, material, etc. overlooked by the Contractor during the bidding process. The Contractor will be responsible for the disposal of all materials. The Contractor will have first rights to the lumber products.

The Contractor will notify the Resident Engineer at least two (2) weeks prior to the start of work. It will be necessary to notify the adjacent landowners sufficiently in advance of the work adjacent to their property. No burial or burning is allowed off the Airport property. All clearing must be transported to Airport property for disposal. The construction limits for the clearing will be marked by the Contractor and verified by the Resident Engineer.”

151-2.1 Clearing. Add the following to this section:

“All holes or ruts created by the Contractor within the clearing area will be filled and compacted to the density of the natural ground. The Contractor will leave the area within the clearing limits in a smooth, drainable condition. In drainage swales and ditches, the Contractor will smooth grade the ditch bottom for positive drainage prior to application of

any required ditch aggregate. Trees and brush shall be cut to a height 6 in. above the ground.

The area disturbed by the clearing operation will be seeded and mulched in accordance with Items 901 and 908. The seeding and mulching will be paid for under Items 901 and 908.”

BASIS OF PAYMENT

Payment will be made under:

Item AR151450 Clearing & Grubbing - per acre

ITEM AR156510
SILT FENCE

DESCRIPTION

This item of work shall consist of a filter fence as partial implementation of a Stormwater Pollution Prevention Plan (SWPPP).

The measures of the Plan are shown on the Construction Plans, and shall be constructed in accordance with the Illinois Environmental Protection Agency (IEPA) Standards and Specifications for soil erosion and sediment control.

MATERIALS

Silt Fence. The proposed silt fence fabric shall consist of woven or non-woven filaments of polypropylene, polyester, or polyethylene. Non-woven fabric may be needle-punched, heat-bonded, resin-bonded, or combination thereof. The filaments in the silt fence fabric must be dimensionally stable (i.e., to each other), resistant to delamination, and must be free from any chemical treatment or coating that might significantly reduce porosity and permeability. The fabric shall be resistant to ultraviolet radiation. The fabric shall comply with the following physical properties:

Physical Properties (English)	Ground Stabilization	Silt Filter Fence Fabric
Grab tensile strength (lbs) - ASTM D 4632	200 (min.) ^{1/}	200 (min.) ^{1/}
Grab elongation @ break (%) - ASTM D 4632	12 (min.) ^{1/}	12 (min.) ^{1/}
Burst strength (psi) - ASTM D 751	250 (min.) ^{2/}	250 (min.) ^{2/}
Trapezoidal tear strength (lbs) ASTM D 4533	75 ^{2/}	-----
Width (ft)	-----	3.5 (min.)
Weight (oz/sq. yd.) - ASTM D 3776	4.0 (min.)	4.0 (min.)
Equivalent opening size (EOS) Sieve No. - Corps of Engrs. CS-02215	-----	30 (min.)(non-woven) ^{2/} 50 (min.)(woven) ^{2/}

Physical Properties (Metric)	Ground Stabilization	Silt Filter Fence Fabric
Grab tensile strength (N) - ASTM D 4632	900 (min.) ^{1/}	900 (min.) ^{1/}
Grab elongation @ break (%) - ASTM D 4632	12 (min.) ^{1/}	12 (min.) ^{1/}
Burst strength (kPa) - ASTM D 751	1720 (min.) ^{2/}	1720 (min.) ^{2/}
Trapezoidal tear strength (N) ASTM D 4533	335 ^{2/}	-----
Width (m)	-----	1 (min.)
Weight (g/m ²) - ASTM D 3776	135 (min.)	135 (min.)
Equivalent opening size (EOS) Sieve No. - Corps of Engrs. CS-02215	-----	600 μm (min.) (non-woven) ^{2/} 300 μm (min.) (woven) ^{2/}

1/For woven fabric, test results shall be referenced to orientation with warp or weave, whichever the case may be. Both woven and non-woven fabric shall be tested wet.

2/Test results may be obtained by manufacturer's certification.

CONSTRUCTION METHODS

Silt Fence. The proposed erosion control fencing shall be constructed prior to start of grading operations at the locations shown on the Plans. The erosion control fencing shall be constructed to intercept sheet flow of water borne silt and sediment, and prevent it from leaving the area of construction. The barrier shall be constructed according to manufacturer's specifications, where appropriate.

The stakes for the fence barrier shall be a minimum of 48 in. long and made of 2 in. x 2 in. hardwood.

The silt fence will be removed once a stand of grass has been established on the site.

BASIS OF PAYMENT

Payment will be made at the contract unit bid price for Silt Fence. This price shall be full compensation for constructing all proposed erosion control measures, maintaining all erosion control structures for the duration of the project, and removal of all structures at the completion of the project. This price shall constitute full compensation for erosion control structures, and for furnishing all materials, labor, equipment, and other incidentals necessary to complete this item of work.

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Payment will be made under:

Item AR156510 Silt Fence - per lin. ft

ITEM AR156511
DITCH CHECK

DESCRIPTION

This item of work shall consist of placing and maintaining straw bales to form ditch checks in accordance with the details shown on the Construction Drawings as partial implementation of a SWPPP. The measures of the Plan and locations of the ditch checks are shown on the Construction Drawings and shall be constructed in accordance with IEPA Standards and Specifications for soil erosion and sediment control and these Special Provisions.

CONSTRUCTION METHODS

The Contractor shall furnish, install, and maintain the straw bales required for the ditch checks at the locations shown on the Construction Drawings. The ditch checks shall be inspected frequently and replaced or repaired, as needed, to the satisfaction of the Resident Engineer throughout the project duration. Replacement of a ditch check will not warrant compensation for an additional ditch check. Once a stand of grass is established and accepted by the Engineer, the Contractor shall remove the straw bale ditch checks and dispose them off the Airport property.

METHOD OF MEASUREMENT

The quantity of ditch checks to be paid for shall be the number of ditch checks constructed as specified and accepted by the Resident Engineer.

BASIS OF PAYMENT

Payment will be made at the contract unit bid price for Ditch Checks. This price shall be full compensation for furnishing the required materials and constructing the ditch checks to the details shown and the Specifications herein, for maintaining and replacing the Ditch Checks, as needed for the duration of the project, and their removal once an acceptable stand of grass has been established on the site.

Payment will be made under:

Item AR156511 Ditch Check - each

ITEM AR156520
INLET PROTECTION

DESCRIPTION

This item of work shall consist of inlet protection as partial implementation of a SWPPP.

The measures of the Plan are shown on the Construction Plans, and shall be constructed in accordance with IEPA Standards and Specifications for soil erosion and sediment control.

MATERIALS

Silt Fence. The proposed silt fence fabric shall consist of woven or non-woven filaments of polypropylene, polyester, or polyethylene. Non-woven fabric may be needle-punched, heat-bonded, resin-bonded, or combination thereof. The filaments in the silt fence fabric must be dimensionally stable (i.e., to each other), resistant to delamination, and must be free from any chemical treatment or coating that might significantly reduce porosity and permeability. The fabric shall be resistant to ultraviolet radiation. The fabric shall comply with the following physical properties:

Physical Properties (English)	Ground Stabilization	Silt Filter Fence Fabric
Grab tensile strength (lbs) - ASTM D 4632	200 (min.) ^{1/}	200 (min.) ^{1/}
Grab elongation @ break (%) – ASTM D 4632	12 (min.) ^{1/}	12 (min.) ^{1/}
Burst strength (psi) - ASTM D 751	250 (min.) ^{2/}	250 (min.) ^{2/}
Trapezoidal tear strength (lbs) ASTM D 4533	75 ^{2/}	-----
Width (ft)	-----	3.5 (min.)
Weight (oz/sq. yd.) - ASTM D 3776	4.0 (min.)	4.0 (min.)
Equivalent opening size (EOS) Sieve No. - Corps of Engrs. CS-02215	-----	30 (min.)(non-woven) ^{2/} 50 (min.)(woven) ^{2/}

Physical Properties (Metric)	Ground Stabilization	Silt Filter Fence Fabric
Grab tensile strength (N) - ASTM D 4632	900 (min.) ^{1/}	900 (min.) ^{1/}
Grab elongation @ break (%) – ASTM D 4632	12 (min.) ^{1/}	12 (min.) ^{1/}
Burst strength (kPa) - ASTM D 751	1720 (min.) ^{2/}	1720 (min.) ^{2/}
Trapezoidal tear strength (N) ASTM D 4533	335 ^{2/}	-----
Width (m)	-----	1 (min.)
Weight (g/m ²) - ASTM D 3776	135 (min.)	135 (min.)
Equivalent opening size (EOS) Sieve No. - Corps of Engrs. CS-02215	-----	600 μm (min.) (non-woven) ^{2/} 300 μm (min.)(woven) ^{2/}

1/For woven fabric, test results shall be referenced to orientation with warp or weave, whichever the case may be. Both woven and non-woven fabric shall be tested wet.

2/Test results may be obtained by manufacturer's certification.

CONSTRUCTION METHODS

Inlet Protection. The existing and proposed storm sewer inlets within the work area shall have silt fence fabric placed around them, as detailed on the Construction Plans. The inlet protection will be installed once the inlet has been installed and backfilled.

The inlet protection will be removed once a stand of grass has been established on the site.

BASIS OF PAYMENT

Payment will be made at the contract unit bid price for Inlet Protection. This price shall be full compensation for furnishing required material and constructing inlet protection as a proposed erosion control measure, maintaining the inlet protection for the duration of the project, and its removal once a stand of grass has been established on the site.

Payment will be made under:

Item AR156520 Inlet Protection - per each

ITEM AR156521
HEADWALL PROTECTION

DESCRIPTION

This item of work shall consist of placing and maintaining straw bales and silt fence to protect headwalls from silt in accordance with the details shown on the Construction Drawings as a partial implementation of a SWPPP. The measures of the Plan and the locations of the headwall protection are shown in the Construction Plans, and shall be constructed in accordance with IEPA Standards and Specifications for soil erosion and sediment control and these Special Provisions.

MATERIALS

Erosion Control Fence. The proposed silt fence fabric shall consist of woven or non-woven filaments of polypropylene, polyester, or polyethylene. Non-woven fabric may be needle-punched, heat-bonded, resin-bonded, or combination thereof. The filaments in the silt fence fabric must be dimensionally stable (i.e., to each other), resistant to delamination, and must be free from any chemical treatment or coating that might significantly reduce porosity and permeability. The fabric shall be resistant to ultraviolet radiation. The fabric shall comply with the following physical properties:

Physical Properties (English)	Ground Stabilization	Silt Filter Fence Fabric
Grab tensile strength (lbs) - ASTM D 4632	200 (min.) ^{1/}	200 (min.) ^{1/}
Grab elongation @ break (%) – ASTM D 4632	12 (min.) ^{1/}	12 (min.) ^{1/}
Burst strength (psi) - ASTM D 751	250 (min.) ^{2/}	250 (min.) ^{2/}
Trapezoidal tear strength (lbs) ASTM D 4533	75 ^{2/}	-----
Width (ft)	-----	3.5 (min.)
Weight (oz/sq yd.) - ASTM D 3776	4.0 (min.)	4.0 (min.)
Equivalent opening size (EOS) Sieve No. - Corps of Engrs. CS-02215	-----	30 (min.)(non-woven) ^{2/} 50 (min.)(woven) ^{2/}

Physical Properties (Metric)	Ground Stabilization	Silt Filter Fence Fabric
Grab tensile strength (N) - ASTM D 4632	900 (min.) ^{1/}	900 (min.) ^{1/}
Grab elongation @ break (%) - ASTM D 4632	12 (min.) ^{1/}	12 (min.) ^{1/}
Burst strength (kPa) - ASTM D 751	1720 (min.) ^{2/}	1720 (min.) ^{2/}
Trapezoidal tear strength (N) ASTM D 4533	335 ^{2/}	-----
Width (m)	-----	1 (min.)
Weight (g/m ²) - ASTM D 3776	135 (min.)	135 (min.)
Equivalent opening size (EOS) Sieve No. - Corps of Engrs. CS-02215	-----	600 μm (min.) (non-woven) ^{2/} 300 μm (min.) (woven) ^{2/}

1/For woven fabric, test results shall be referenced to orientation with warp or weave, whichever the case may be. Both woven and non-woven fabric shall be tested wet.

2/Test results may be obtained by manufacturer's certification.

CONSTRUCTION METHODS

The Contractor shall furnish, install, and maintain the straw bales and silt fence required for the headwall protection at the locations shown on the Construction Drawings. The headwall protection shall be inspected frequently and straw bales replaced or repaired, as needed, to the satisfaction of the Resident Engineer throughout the duration of the project. Replacement of straw bales or silt fence is considered incidental the headwall protection, and no additional compensation will be allowed. Once a stand of grass is established and accepted by the Engineer, the Contractor shall remove the straw bales and silt fence and remove them from the Airport property.

METHOD OF MEASUREMENT

The quantity of headwall protection to be paid for shall be the number of headwall protection constructed as detailed and specified and accepted by the Resident Engineer.

BASIS OF PAYMENT

Payment will be made at the contract unit bid price for Headwall Protection. This price shall be full compensation for furnishing the required materials and constructing the headwall protection to the details shown and the Specifications herein, for maintaining and replacing the straw bales and silt

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fence, as needed, for the duration of the project, and their removal, once an acceptable stand of grass has been established on the site.

Payment will be made under:

Item AR156521 Headwall Protection -- per each

ITEM AR156530
TEMPORARY SEEDING

DESCRIPTION

This item of work shall consist of temporary seeding as a partial implementation of a SWPPP. The measures of the Plan are shown on the Construction Drawings and shall be constructed in accordance with IEPA Standards and Specifications for soil erosion and sediment control and these Special Provisions. 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.

CONSTRUCTION METHODS

The Contractor shall be required to loosen the soil to a minimum depth of 4 in. prior to placement of seed. The temporary seed mix will be as shown below:

<u>Seeds</u>	<u>Lbs./Acre</u>
Perennial Ryegrass	50
Oats, Spring*	64

*Other seeds may be used if approved by the Engineer.

The Contractor will be required to irrigate the seeded area if there is insufficient soil moisture to allow proper germination of the seed.

METHOD OF MEASUREMENT

The quantity of temporary seeding to be paid for shall be the number of acres seeded, as specified and accepted by the Resident Engineer.

BASIS OF PAYMENT

Payment will be made at the contract unit bid price for Temporary Seeding. This price shall be full compensation for furnishing the required materials and planting the seed in accordance with this Special Provision and the Specifications incorporated by reference.

Payment will be made under:

Item AR156530 Temporary Seeding - per acre

AR156544
RIPRAP-GRADATION NO. 4

DESCRIPTION

This item shall consist of furnishing, transporting, and placing a protective course of stone or broken concrete laid as riprap in the areas designated on the Plans.

MATERIALS

The riprap material shall be RR #4 in accordance with IDOT Standard Specifications for Road and Bridge Construction, adopted January 1, 2002.

The filter fabric shall be in accordance with Article 1080.03 of IDOT Standard Specifications for Road and Bridge Construction, adopted January 1, 2002

CONSTRUCTION METHODS

Prior to placement of the riprap material, the Contractor will undercut the designated area 12 in. below finish grades. The undercut material will be used as embankment fill material. The riprap course will be 18 in. in total depth.

The riprap shall be placed in accordance with procedures set forth in IDOT Standard Specifications for Road and Bridge Construction, adopted January 1, 2002.

METHOD OF MEASUREMENT

The quantity of riprap to be paid for as required in the proposal shall be the number of sq. yds. of riprap material placed and accepted by the Resident Engineer.

BASIS OF PAYMENT

Payment shall be made at the contract unit price bid per sq. yd. for Riprap. This price shall be full compensation for undercutting, furnishing, and placing of all materials, and for furnishing all labor, equipment, tools, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR156540 Riprap – Gradation No. 4 - per sq. yd.

ITEM AR161616
CLASS C GATE - 16'

DESCRIPTION

161-1.1. Revise the last sentence of the paragraph to read as follows:

“The Class "C" gate to be used on this project will be installed at the location shown on the Construction Plans and in accordance with the Standards stated in these Special Provisions. The proposed driveway gate will be 16 ft wide (2 at 8 ft) and 4 ft in height.”

MATERIALS

161-2.1 Wire. Revise Section (a) to read as follows:

“(a) Woven wire (zinc-coated) - The woven wire fencing shall be 39-in. field fence with top and bottom wires No. 10 ASW gauge, and filler and stay wires No. 12-1/2 ASW gauge. Stay wires shall be spaced 6 in. apart. All wire shall be smooth, galvanized, steel wire conforming to AASHTO M 279, Class 3.”

Revise Section (b) to read as follows:

“(b) Barbed Wire (zinc-coated) – Zinc-coated barbed wire shall be 2-strand, twisted No. 12-1/2 ASW gauge galvanized steel wire with 4 point barbs of No. 14 ASW gauge galvanized steel wire. All wire shall conform to AASHTO M 280, Class 3 with a minimum coating of 0.80 oz. per sq. ft of wire surface. The barbs shall be spaced approximately 5 in. apart.”

CONSTRUCTION METHODS

161-3.1 General. Fence to be constructed on property lines. Any disturbed area, except farming areas, will be seeded in accordance with the requirements set forth under Item 901 within the Supplemental Specifications and Recurring Special Provisions.

Seeding Depth. The planting depth shall be from 1/4 in. to 1/2 in. The soil must be loosened prior to seeding a minimum depth of 4 in.

The seeding of the disturbed areas, as described, will be considered incidental to the gate installation, and no additional compensation will be allowed.

161-3.3 Installing Posts. Add to this section as follows:

“A high-early strength concrete may used to set the posts, as specified.”

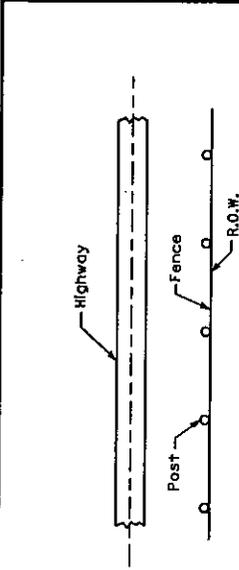
161-3.7 Installing Gates. Revise the first sentence of this section to read as follows:

“The gate shall be hung on gate fittings as shown in the Construction Plans.”

BASIS OF PAYMENT

Payment will be made under:

Item AR161616 Class C Gate-16' - per each



PLAN

NOTES

Barbed wires shall be tied to each post. Top and bottom wire of woven fence shall be tied to each post. The every other wire between, alternating on successive posts.

Barbed wires and line wires of woven fence shall be fastened to the corner, end, pull, and gate posts by wrapping the wires around the post and tying back on itself with not less than 3 twists tightly wrapped.

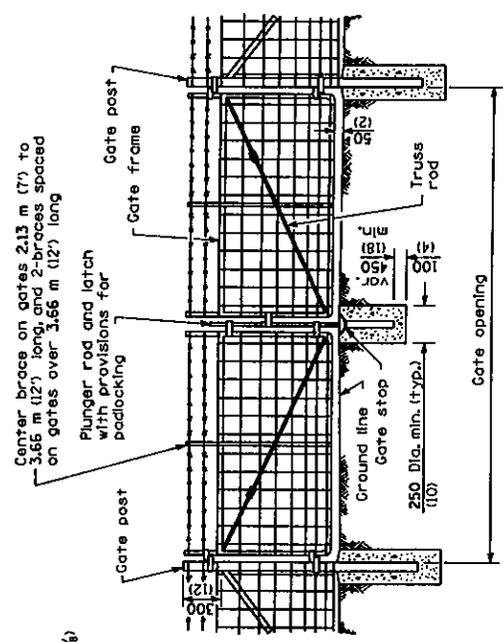
GENERAL NOTES

Posts shall be placed at the locations determined by the Engineer. They shall be placed at 200 m (660') intervals between posts to which the end of the fabric and barbed wires are fastened or midway between such posts when the distance is less than 400 m (1320') and greater than 200 m (660').

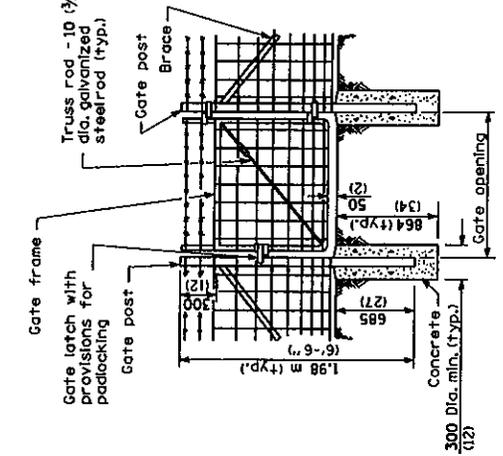
Bracing for gate posts shall be the same type used for end posts.

The clearance between the bottom fence wire and the ground may be up to 75 mm (3") for a maximum distance of 2.4 m (8') when uneven ground is encountered.

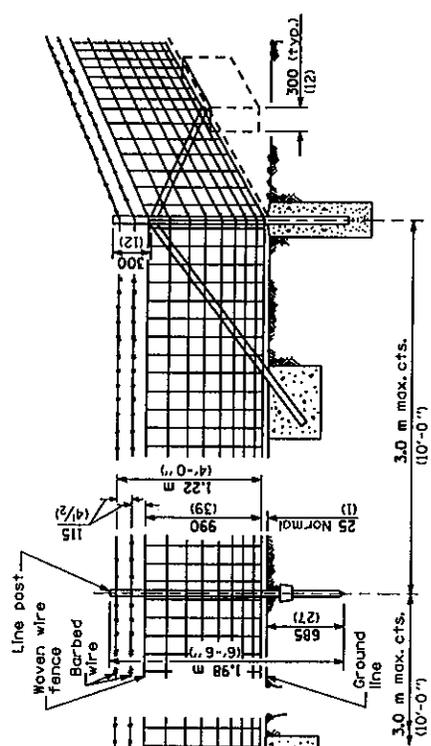
All dimensions are in millimeters (inches) unless otherwise shown.



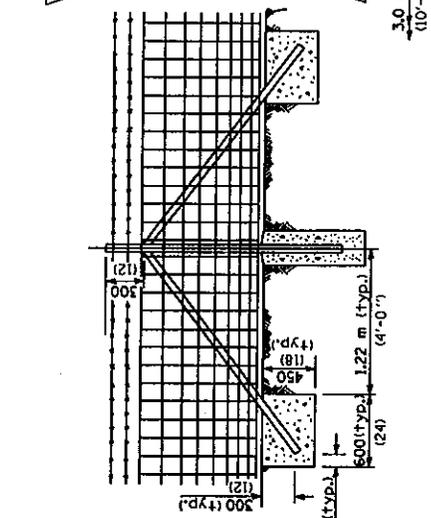
DOUBLE GATE



SINGLE GATE



CORNER OR END POST



LINE POST

PULL POST

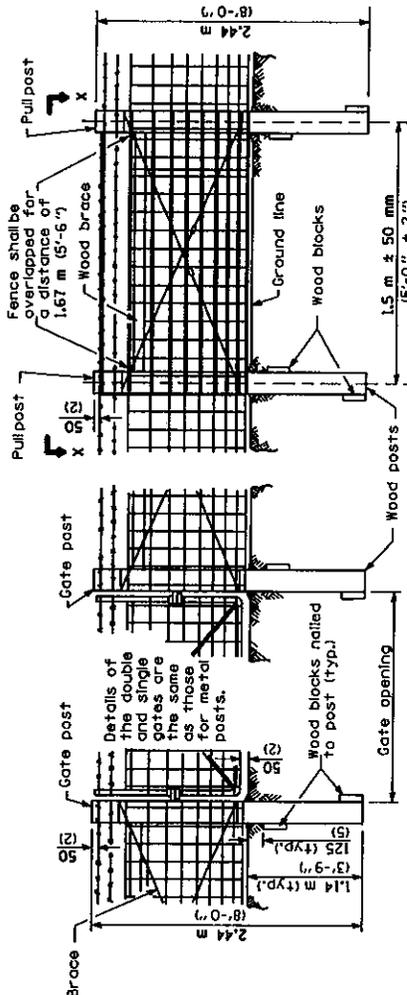
DATE	REVISIONS
1-1-02	Corrected dimensions on sheet 3 and 4.
1-1-97	Reum. Standard 2163-8. Deleted DN Symbol.

WOVEN WIRE FENCE

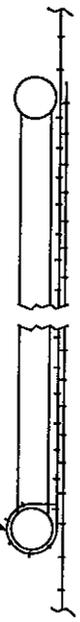
(Sheet 1 of 4)

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Missouri Department of Transportation
 PASSED 2002
 ENGINEER OF HIGHWAY AND TRANSPORTATION
 APPROVED 2002
 ENGINEER OF HIGHWAY AND TRANSPORTATION

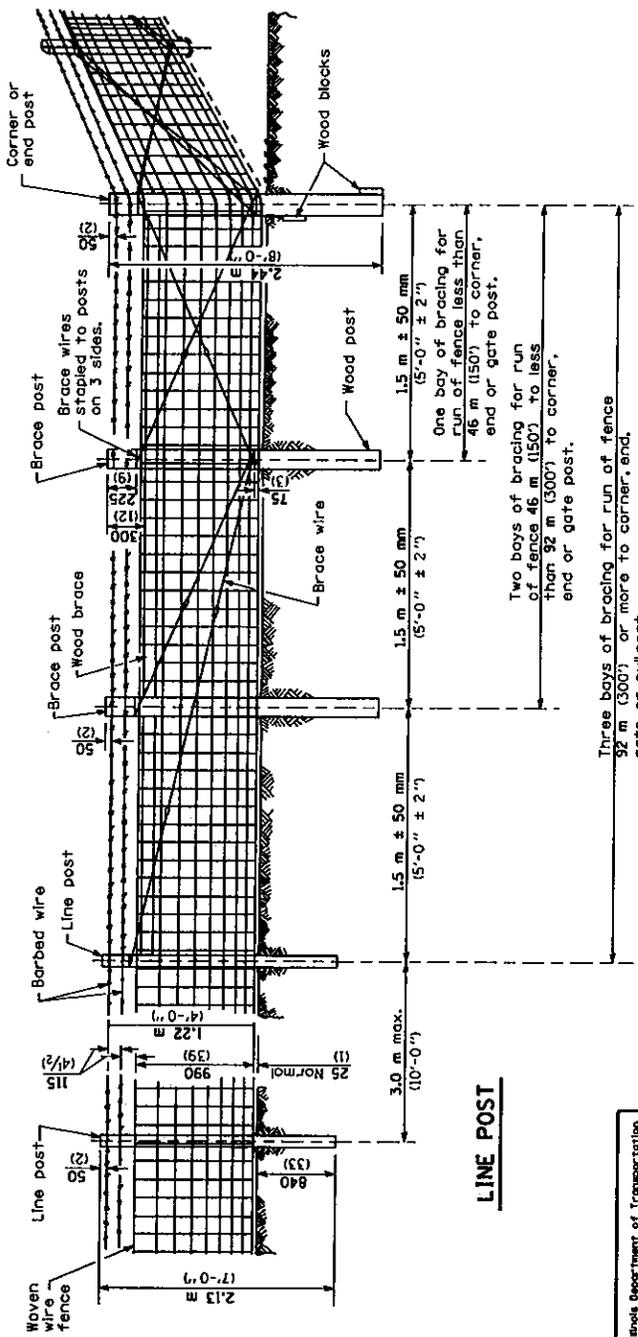


Not less than 3 twists
tightly wrapped



SINGLE OR DOUBLE GATE

PULL POST



LINE POST

NOTES

Barbed wires shall be stapled to each post. Top and bottom wire of woven fence shall be stapled to each post. Staple every other wire between, alternating on successive posts. Metal line posts may be used in lieu of wood line posts.

All dimensions are in millimeters (inches) unless otherwise shown.

16-1-1 09MS1

PASSED

APPROVED

ENGINEER OF WATER AND METEOROLOGY

APPROVED

ENGINEER OF DESIGN AND ENVIRONMENT

CORNER OR END POST

Three bays of bracing for run of fence 92 m (300') or more to corner, end, gate or pullpost.

Two bays of bracing for run of fence 46 m (150') to less than 92 m (300') to corner, end or gate post.

One bay of bracing for run of fence less than 46 m (150') to corner, end or gate post.

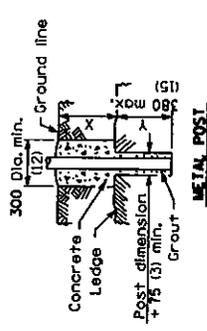
Corner or end post

Wood blocks

WOVEN WIRE FENCE

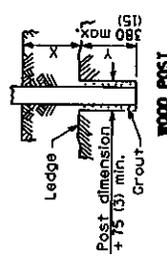
STANDARD 665001-01

(Sheet 2 of 4)



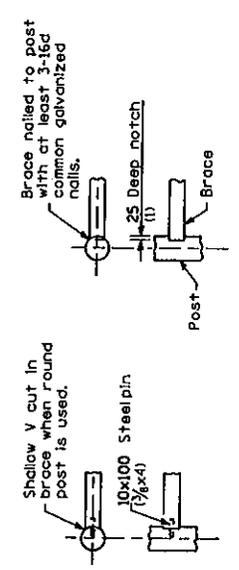
METAL POST

NOTE
 X + Y shall not exceed 685 (27), 840 (33), or 114 m (3'-9") as applicable. When X is 0 to 300 (12), 450 (18), or 760 (30), Y is 380 (15), and the post shall be shortened as required. When X exceeds 300 (12), 450 (18), or 760 (30), Y shall be decreased correspondingly.

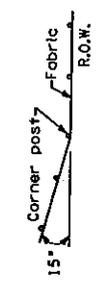


WOOD POST

**FOOTING FOR POSTS
 WHEN ROCK LEDGE IS ENCOUNTERED**



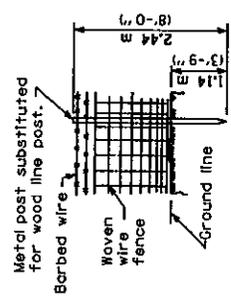
**ALTERNATE DETAILS FOR FASTENING
 WOOD BRACE TO WOOD POST**



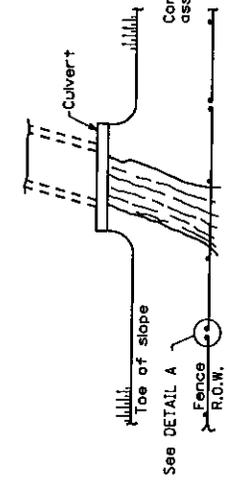
NOTE

Where fence line has a change in direction of 15° or more, a corner post with bracing as required shall be placed as shown above. Where angle is less than 15° and existing conditions require a corner post, they shall be placed as directed by the Engineer.

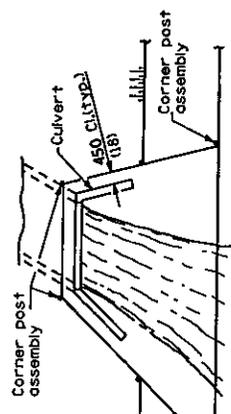
INSTALLATION AT CORNERS



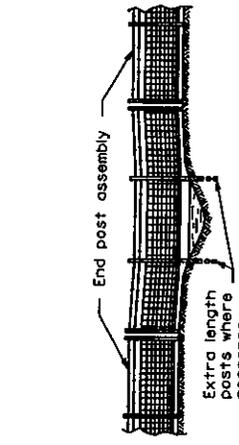
**PROTECTIVE ELECTRICAL GROUNDING
 FOR WOOD POST FENCE INSTALLATION**



PLAN AT STREAM CROSSING

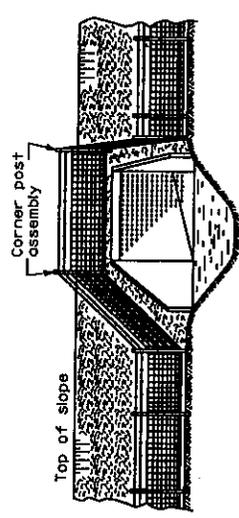


PLAN AT HEADWALL



ELEVATION

NOTE
 The woven wire fabric shall be replaced by barbed wire strands at 300 (12) maximum centers between the double posts shown on DETAIL A when shown on the plans.

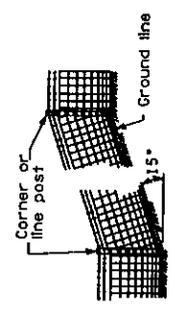


ELEVATION

NOTE
 When the width of the culvert makes it necessary to anchor a post to the top of the culvert, a cast iron shoe or other device approved by the Engineer shall be used.

INSTALLATION OVER STREAM

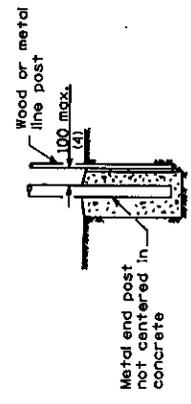
INSTALLATION AROUND HEADWALL



NOTE

Where grade line has a change in slope of 15° or more, a corner post with bracing as required shall be placed as shown above. Where angle is less than 15° line posts may be used.
 When the tension of the fence tends to pull the posts from the ground, the line posts shall be anchored with the applicable concrete or wood anchorage specified for corner posts.

INSTALLATION ON SLOPES



DETAIL A

All dimensions are in millimeters (inches) unless otherwise shown.

Illinois Department of Transportation
 PASSED JANUARY 1, 2002
 ENGINEER OF DESIGN AND PROVISIONS
 APPROVED JANUARY 1, 2002
 ENGINEER OF RECORD AND ENVIRONMENT

ITEM AR208540
OVERSIZE AGGREGATE

DESCRIPTION

This item of work shall consist of installing oversized crushed aggregate to establish a stable subbase under the proposed Taxiway C-1, widening of Taxiways A and C, and the extension of Taxiway A. The subbase will be at a depth of 8 in., and will be placed to the grades and locations as shown on the Construction Plans and cross-sections. The oversize aggregate shall be installed in accordance to the Standard Specifications for Construction of Airports, Item 208 procedures with the following exceptions as outlined below:

MATERIALS

This material shall be breaker run rock and shall have a top size of 6 in. with 20 to 35 percent passing the 2-in. sieve. The crushed stone shall be reasonably uniformly graded from coarse to fine and taken from a quarry ledge capable of producing Class "D" quality aggregate.

CONSTRUCTION METHODS

The oversize crushed aggregate shall be constructed to the line and elevations, as shown on the Construction Plans. The oversize base course shall be compacted with a minimum of three passes with a vibratory roller.

BASIS OF PAYMENT

Payment will be made at the contract unit bid price per ton of oversize aggregate, which price and payment will constitute full compensation for preparing subgrade, furnishing, hauling, and placing the materials; for spreading, compacting, and rolling; and for furnishing all labor, equipment, tools, and incidentals necessary to complete the work.

Payment will be made under:

Item AR208540 Oversize Aggregate - per ton

ITEM AR401650
BITUMINOUS PAVEMENT MILLING

DESCRIPTION

This item of work shall consist of bituminous pavement milling in order to provide a butt joint in the taper areas where the proposed bituminous surface meets the existing bituminous surface. The milling area is shown on the Construction Plans. Milled areas will be marked in the field by the Resident Engineer.

CONSTRUCTION METHODS

The Contractor will be required to make a saw cut where the proposed pavement abuts the existing bituminous pavement. The entire pavement surface to be milled will then be milled to a depth of 0.12 ft. The planner must be capable of milling the surface to the elevations and grades shown on the cross-sections. Disposal of the waste material will be off the Airport site. Prior to the placement of the proposed bituminous material, the milled area shall be cleaned of all loose material, and the grade shall be smooth and to the required elevations. Sawing will be considered as an incidental item to the proposed bituminous pavement milling, and no additional compensation will be allowed.

METHOD OF MEASUREMENTS

The quantity of bituminous pavement milling to be paid for shall be the number of sq. yds. completed and accepted by the Resident Engineer.

BASIS OF PAYMENT

This work will be paid for at the contract unit bid price per sq. yd. for bituminous pavement milling, which price and payment will constitute full compensation for bituminous pavement milling, bituminous pavement sawing, disposal of the waste material; and for furnishing materials, labor, tools, equipment, and all incidentals necessary to complete this item of work.

Payment will be made under:

Item AR401650 Bituminous Pavement Milling - per sq. yd.

ITEM AR401665
BITUMINOUS PAVEMENT SAWING

DESCRIPTION

This item of work shall consist of sawing the existing bituminous pavement in order to remove any pavement roll down. The Construction Plans show a distance of 3 in. from the pavement edge where the pavement will be sawed (full depth). The Resident Engineer will verify this distance will actually remove the roll down, and he may adjust the distance from the pavement edge, if required to remove all of the pavement roll down. The sawing locations are shown on the Constructions Plans and as detailed in this Special Provision.

CONSTRUCTION METHODS

The Contractor will layout all saw lines, and the Contractor will not vary more than ± 1 in. from the line as laid out.

The vertical face of all saw cuts shall be painted with a liquid asphalt prior to paving.

All sawing shall be accomplished to provide a smooth vertical face on a straight horizontal line.

METHOD OF MEASUREMENTS

The quantity of bituminous pavement sawing to be paid for shall be the actual number of lin. ft sawed and accepted by the Resident Engineer.

BASIS OF PAYMENT

This work will be paid for at the contract unit bid price per lin. ft for bituminous pavement sawing, which price and payment will constitute full compensation for bituminous pavement sawing, and for furnishing materials, labor, tools, equipment, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR401665 Bituminous Pavement Sawing - per lin. ft

ITEM AR401900
REMOVE BITUMINOUS PAVEMENT

DESCRIPTION

This item of work shall consist of full depth bituminous pavement removal as designated on the Construction Plans. All pavement removal areas will be marked in the field by the Resident Engineer. The removed 209-Aggregate Base Course and the 208-Oversize Aggregate will be used as fill material. The removed bituminous material will be disposed of off the Airport site.

CONSTRUCTION METHODS

All bituminous pavement removal areas shall have a saw cut (8 in. depth) made around the perimeter unless the adjacent area is earth. The bituminous pavement sawing will be considered as an incidental item to the pavement removal, and no additional compensation will be allowed. The pavement will then be removed full depth. The removed bituminous pavement will be removed and disposed of off the Airport site at the Contractor's own expense. Both the 209 and 208 aggregate base course materials will be removed and used as fill material. The aggregate material will be used in fill areas that have deep fill depths. The aggregate material will be buried in areas outside of the proposed pavement, with at least 12 in. of earth material.

METHOD OF MEASUREMENT

The quantity of bituminous pavement removal to be paid for shall be the number of sq. yds. removed, completed, and accepted by the Resident Engineer.

BASIS OF PAYMENT

This work will be paid for at the contract unit price bid per sq. yd. for pavement removal, which price and payment shall constitute full compensation for sawing, removal, disposal of waste material; and for furnishing all material, labor, equipment, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR401900 Remove Bituminous Pavement - per sq. yd.

ITEM AR620912
TEMPORARY MARK & LIGHT

DESCRIPTION

This item of work shall consist of temporarily displacing the threshold for runway ends 2 and 27 in accordance with the layouts and details, as shown on the Construction Plans. The Contractor will have two construction days in which to place the temporary marking and lighting, and then another two construction days to remove the temporary marking and lighting.

CONSTRUCTION METHODS

The Contractor, on the first construction day, will close Runway 2-20 in order to install the temporary marking and lighting on runway end 2. Runway 9-27 will remain open at its full length throughout this closure. The Contractor will not be allowed to work any closer than 200 ft of Runway 9-27's centerline. All work within 200 ft of Runway 9-27's centerline will be accomplished when Runway 9-27 is closed for the temporary displacement. Once Runway 2-20 is closed, the Contractor will remove and black out the following runway marking:

Marking to be removal:

1. Numeral 2.
2. 8.37 centerline stripes.
3. Two aiming bars on the south end of the runway.
4. 20 ft of the runway edge stripes.

Marking to be blacked out:

1. Threshold stripes.
2. 200 ft of the runway edge stripes.

The Contractor will remove the existing marking by sandblasting or shotblasting. Air pressure will be sufficient to remove the paint, but still not damage the pavement. After the marking has been removed, the pavement will be cleaned of sand and all other foreign material.

Temporary Marking. As the existing marking is being removed, the Contractor will install the temporary marking. All areas to receive reflective tape will be pressure-washed prior to application. The temporary displaced threshold bar and the numeral 2 will be constructed with white reflective tape at the locations shown and in accordance with the details shown on the Construction Plans. The Type 1 chevrons will be constructed with yellow reflective tape. The Type 2 chevrons will be constructed using locally available material (plastic, plywood, etc.) that is yellow in color. The temporary chevrons will be constructed in the locations shown on the Construction Plans. The chevron located at the intersection of the two runways will not be placed until both runways are temporarily displaced. The Runway 2-20 centerline stripe at the intersection of the two runways

will be blacked out the day of the Runway 2-20 displacement and removed (sandblasted, waterblasted, etc.) the day of Runway 9-27 displacement (Type 2 chevrons may be used to assist in completing the temporary displacement within the two days).

Temporary Lighting. All of the existing runway end 2 threshold lights and their transformers shall be dug up. The Contractor will relocate four of these threshold lights, and two of the red/green globes to the proposed Runway 2-20 temporary threshold displacement. The two globes will be placed on the two existing runway lights, and the remaining threshold lights will be erected at the locations shown on the Construction Plans.

The other four threshold lights will be stored until Runway 9-27 is closed for that displacement. All cable and transformers will remain above ground. New No. 8 5000-Volt cable will be used to jumper from the existing runway light to the proposed temporary displaced threshold lights, and then back to the existing runway light as shown on the Temporary Marking and Lighting Sheet in the Construction Plans. The runway lights that are south of the proposed displaced threshold, and north of Taxiway B will have their globes replaced with 360° blue lenses. These lenses will be obtained from the Airport Manager. All remaining runway lights located south of Taxiway B will be deactivated by the placement of jumper cables, as shown on the Construction Plans. This jumper cable will insure the Runway 2-20 lighting circuit remains active throughout the life of the temporary displacement.

The Construction Plans designate the swapping of split amber/clear lenses with 360° clear lenses. The Contractor will swap the designated lenses for the duration of the temporary displacement, and will return the lenses to their original lights upon the removal of the temporary displacement.

REIL and PAPI Units. The Contractor will be required, as part of this item of work, to turn "off" the REIL and PAPI units on runway end 2. This will be accomplished by turning the power to these units "off" in the electrical vault. Once the temporary displacement is in-place, the REIL and PAPI units will be relocated to their proposed locations. The Contractor will notify the Airport Manager when the REIL and PAPI are turned off. The Airport Manager can then issue a Notice to Airmen (NOTAM).

Once the temporary marking and lighting is completed, the Contractor will reopen Runway 2-20 at it's shortened length of 5,210 ft.

On the second construction day, the Contractor will close Runway 9-27 in order to install the temporary marking and lighting on runway end 27 and the remaining temporary marking located on Runway 2-20 within 200 ft of Runway 9-27's centerline. Runway 2-20 will remain open at it's shortened length throughout this closure. Once Runway 9-27 is closed, the Contractor will remove the following runway marking:

Runway 9-27:

1. Numerals 2 and 7.
2. Runway threshold stripes.

3. One aiming bar on the east end of the runway.
4. Four centerline stripes.

The Contractor will remove the existing marking by sandblasting or shotblasting.

Temporary Marking. Once the existing marking has been removed, the Contractor will install the temporary marking. The temporary displaced threshold bar and the numeral 27 will be constructed with white reflective tape at the locations shown and in accordance with the details shown on the Construction Plans. The Type 1 chevrons will be constructed with yellow reflective tape. The temporary chevrons will be constructed in the locations shown on the Construction Plans.

Temporary Lighting. The Contractor will install the stored threshold lights as stated above for runway end 2 and as shown on the Plans for the Runway 9-27 temporary displacement. The Contractor will remove four of the red/green globes from the Runway 9-27 threshold lights and install them on the temporary displacement threshold lights. All cable and transformers will remain above ground. New No. 8 5000-Volt cable will be used to jumper from the existing runway light to the proposed temporary displaced threshold lights and then back to the existing runway light, as shown on the Temporary Marking and Lighting Sheet in the Construction Plans. The runway lights that are east of the proposed displaced threshold will be covered up to eliminate any light emittance.

REIL and PLASI Units. The Contractor will be required as part of this item of work to turn "off" the REIL and PLASI units on runway end 27. This will be accomplished by turning the power to these units "off" in the electrical vault. Once the temporary displacement is in-place, the PLASI unit will be adjusted in accordance with the Construction Plans. The Contractor will notify the Airport Manager when the REIL and PLASI are turned off. The Airport Manager can then issue a NOTAM.

Once the temporary marking and lighting is completed, the Contractor will reopen Runway 9-27 at it's shortened length of 2,516 ft.

When the construction activities within the displacement area has been completed and the temporary displacements are no longer needed, the Contractor will use his third construction day to close Runway 9-27 in order to remove the temporary displacement and lighting. He will return the threshold globes back to the threshold lights on runway end 27. Once the runway has been marked and the lighting circuit is completed and operating, the Contractor will reopen Runway 9-27 at it's full length. The next day the Contractor will use his fourth construction day to close Runway 2-20 and remove the temporary displacement and lighting. The threshold lights will be installed in the new end of Runway 2. Once the runway has been marked and the lighting circuit is completed, and operating the Contractor will reopen Runway 2-20 at it's full length.

The proposed pavement marking, other than the "blacked out" portion of this pay item, will be paid for under Item AR620520 "Pavement Marking-Waterborne" per sq. ft

Tape. Temporary marking on the existing pavement will be accomplished using a 4-in. wide reflective tape, white or yellow in color, standard highway pressure sensitive traffic marking tape, or an approved equal.

Reflective tape will be placed on the existing pavement in accordance with the details shown on the Plans. The temporary relocated threshold bar and runway numeral will be constructed using white reflective tape; the temporary chevrons will be constructed using yellow reflective tape.

The temperature must be a least 45⁰F when the tape is placed on the pavement. When the tape is in place, it will be rolled or tamped in accordance with manufacturer's recommendations.

At the end of each work day, ALL temporary marking will be in-place, as shown on the Plans.

Upon reopening runway ends 2 and 27, all reflective tape will be completely removed and disposed of off the Airport site.

BASIS OF PAYMENT

This work will be paid for at the contract unit bid price per lump sum for temporary marking and lighting, which price and payment will constitute full compensation for furnishing all materials; for all preparation, assembly, installation of these materials; for moving the existing threshold lights to their temporary positions, and then relocating them to their proposed locations after the temporary displacement is no longer needed; for removing the existing marking; and for all labor, tools, equipment, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR620912 Temporary Mark & Light - per lump sum

ITEM AR701
PIPE FOR STORM SEWER AND CULVERTS

MATERIALS

701-2.1 General. Add the following to this section:

“The proposed concrete pipe for this project shall be reinforced concrete culvert pipe, Class IV or Class IV. The size of pipe to be used for each segment is shown on the Construction Plans.”

CONSTRUCTION METHODS

701-3.4 Laying and Installing Pipe. Add the following to this section:

“The proposed embankment will be constructed and accepted 2/3 above the flowline elevation of the pipe before the proposed pipe is installed.”

701-3.4 Pipe Joints. Add the following to this section:

“Rubber gasket joint seals or bituminous mastic compound is permitted. If bituminous mastic compound is used, it will meet the following requirements:

Mastic Joint Sealer for Pipe. Cold-applied bituminous sealer for culvert and sewer pipe joints shall be a bituminous material of such consistency that it can be applied to the joints with a trowel when the temperature of the air is between 20° and 100°F. The bituminous material shall adhere to the concrete so as to make a water-tight seal and shall not flow, crack, or become brittle when exposed to the atmosphere.

The bituminous sealer shall meet the following specific requirements:

Penetration, 77°F, 150 G., 5 Sec., with Cone	175-300
Loss of Heating, 325°F, 5 Hr., 50 G., percent	20 max.
Inorganic Content (complete burn 1200° to 1400°F) percent	15 - 20
Flow at 140°F, Centimeters	0
Pliable at 0°F	Yes

The bituminous sealer shall be delivered to the project in suitable containers for handling, and shall be sealed or otherwise protected from contamination. The container shall show the brand name, net volume, or weight and the requirements for application.”

701-3.7 Backfilling. Add the following to this section:

“The pipe trench for the entire cross-section width of the trench above the flowline, as excavated, shall be backfilled in the following manner:

In areas where the storm sewer is to be under pavement or at its nearest point will be within five (5') ft or less of the pavement, IDOT CA-6 will be carried from halfway up the pipe to either the existing grade adjacent to the pipe or to the finished subgrade elevation.

IDOT CA-6 material will be placed in compacted layers not to exceed 8 in. in depth.

For storm sewers in other locations, the pipe will be backfilled to the mid-section of the pipe with consolidated IDOT CA-7 backfill. The remainder of the backfill will be compacted excavated trench material. A four (4") in. IDOT CA-7 granular bedding will be placed under all concrete culvert pipe. The IDOT CA-6 and IDOT CA-7 backfill shall be considered as part of this item, and no additional compensation will be allowed.”

BASIS OF PAYMENT

701-5.1. Payment will be made at the contract unit price per lin. ft of pipe of the class and size designated. This price shall be full compensation for furnishing all materials; for all preparation and excavation; for installing these materials; for all connections into the structure or pipe; for granular bedding materials; and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

- Item AR701518 18" RCP, Class IV - per lin. ft
- Item AR701524 24" RCP, Class IV - per lin. ft
- Item AR701530 30" RCP, Class IV - per lin. ft
- Item AR701536 36" RCP, Class IV - per lin. ft
- Item AR701548 48" RCP, Class IV - per lin. ft
- Item AR701612 12" RCP, Class V - per lin. ft

ITEM AR701900
REMOVE PIPE

DESCRIPTION

This item of work shall consist of removing and disposing of existing 30-in. RCP that is located under the section of Taxiway B that will be removed. Also included as an incidental part of this item of work will be the removal of the flared end sections on the ends of this pipe.

Disposal of Materials. The removed pipe and flared end sections shall be offered to the Airport Manager for some future use. If the Airport desires the removed pipe and/or flared end sections, the Contractor will deliver them to the location on the Airport indicated by the Airport Manager. If the Airport Manager does not want them, then the Contractor will place them in a proposed embankment area where they will have at least 2 ft of earth fill over the top of them. Once placed (and prior to placement of earth over them), the Contractor will crush the pipe and end sections to the satisfaction of the Resident Engineer.

METHOD OF MEASUREMENT

The quantity of RCP pipe removal to be paid for shall be the number of lin. ft of pipe actually removed and disposed of in accordance with these Specifications and accepted by the Engineer.

BASIS OF PAYMENT

Payment will be made at the contract unit bid price per lin. ft for pipe removal. This price shall be full compensation for furnishing all labor, equipment, tools, and incidentals necessary to remove and dispose of the underdrain pipe and complete this item of work.

Payment will be made under:

Item AR701900 Remove Pipe - per lin. ft

ITEM AR705
PIPE UNDERDRAINS FOR AIRPORTS

DESCRIPTION

705-1.1. This item shall consist of the rerouting and/or replacing existing field tile that are encountered during this project.

When the Contractor encounters an existing field tile, he will first trace the field tile to determine where the field tile is located and how much of the field tile will be impacted by this project. If the proposed construction has damaged the existing field tile and the field tile will remain in-place, then the Contractor will replace the damaged field tile with a comparable size PVC pipe. The pipe listed under this item of work will be used to repair any damaged field tile that are encountered during this project.

MATERIALS

705-2.2 through 705-2.3. Delete these sections.

705-2.6 through 705-2.11. Delete these sections.

705-2.16 Polyvinyl Chloride Pipe. The pipe used during the field tile investigation shall conform to AASHTO M 278 or ASTM F 679, except that it shall be made of PVC plastic having a minimum cell classification of 12454-C, as defined in ASTM D 1784, shall have a minimum pipe stiffness at 5 percent deflection of 345 kPa (50 lbs. per in.), and shall withstand flattening to where the distance between the plates is twice the wall thickness, plus 5 percent of the inside diameter. Acceptance testing of PVC pipe and fittings shall be accomplished during the same construction season.

CONSTRUCTION METHODS

705-3.3 Laying and Installing Pipe. Revise this section as follows:

“Pipe drains shall be installed at the locations shown on the Plans or as directed by the Resident Engineer. The pipe shall be bedded in the underlying material to a depth not less than 10 percent of the external diameter of the pipe and, where trenching is required, the trench shall have a width of not less than the external diameter of the pipe plus 450 mm (18 in.). The bottom of the trench shall be compacted in a manner meeting the approval of the Engineer.

Joints and fittings may be assembled without gaskets or solvent cement if the joint is sand-tight and the spigot enters the socket not less than 1/3 of the socket depth for solvent cement joints and full-depth for elastomeric gasket joints.

No pipe shall be placed in the trench until it and the prepared foundation have been approved by the Resident Engineer. The pipe shall be laid so that the flow line will be at the grade shown on the Plans or established by the Resident Engineer. The permissible minimum cover over a pipe shall be 150 mm (6 in.).

Laying of pipes shall commence at the outlet end and proceed toward the inlet end with the pipes true to line and grade.

The ends of the pipe shall be carefully cleaned before they are placed, and shall be placed to avoid unnecessary handling on the foundation. As each length of pipe is laid, the ends of the pipe shall be protected to prevent the entrance of any material.

Longitudinal laps shall be placed at the sides and separate sections of pipe shall be joined with tightly drawn, approved connecting bands.

The trench shall be backfilled with select material, meeting the approval of the Engineer, placed in 200 mm (8 in.) layers, loose measurement, and compacted to the Engineer's satisfaction. The PVC pipe drains will be backfilled with trench excavation, unless the pipe installation is under proposed pavement. The pipe under proposed pavement, plus 10 ft on either side, will be backfilled with porous backfill to the original ground elevations or to the subgrade elevation if the fill has been constructed prior to the installation."

BASIS OF PAYMENT

Payment will be made under:

- Item AR705546 6" Non Perforated Underdrain – per lin. ft
- Item AR705548 8" Non Perforated Underdrain – per lin. ft
- Item AR705550 10" Non Perforated Underdrain – per lin. ft

ITEM AR705900 – REMOVE UNDERDRAIN
ITEM 705903 – REMOVE UNDERDRAIN INSPECTION HOLE

DESCRIPTION

This item of work shall consist of removing the existing edge drain underdrain pipe adjacent to the current edge of pavement for the sections of Taxiways A and C that are being widened, for the sections of Taxiways A, B, C, C-1, and runway end 2 that are being removed; as shown and in accordance to the Construction Plans. Included in the removal of the edge drain system are the removal of associated inspection holes.

CONSTRUCTION METHODS

Underdrains and Underdrain Inspection Holes. The existing underdrain pipe is a wrapped 4-in. perforated polyethylene (PE) tubing. This pipe will be removed by means of excavation, and disposed of by the Contractor off the Airport property.

PCC inspection hole structures, with cast iron frame and lids, exist at the locations shown in the Construction Drawings. These structures are to be removed at the time of the underdrain removal, and disposed of by the Contractor off the Airport property. The number of inspection holes requiring removal is to be the number shown in the underdrain/drainage plan.

Several underdrain inspection holes are connected to reinforced concrete pipe to remain in-place. The Contractor will remove these inspection holes and plug the remaining hole in the pipe, as detailed in the Plans and approved by the Resident Engineer.

Care must be taken while removing the edge drain components to prevent the undermining of the existing pavement and subbase materials. The Contractor will be required to repair any adjacent pavements damaged by the removal operations at his own expense.

Any and all excavation associated with the removal of the existing edge drain components is to be considered incidental to Item AR705900 – Remove Underdrain and Item 705903 – Remove Underdrain Inspection Hole, respectively, and no additional compensation will be made. If excavation to remove the edge drain components is required below the grades proposed for the widened pavement subgrade, backfill to the proposed grades is required with suitable material in accordance with Item 152410 -- Unclassified Excavation.

BASIS OF PAYMENT

The work associated with the removal of the underdrain components shall be paid for under:

- Item AR705900 Remove Underdrain - per lin. ft
- Item AR705903 Remove Underdrain Insp. Hole – per each

ITEM AR751412
INLET-TYPE B

Shop drawings on all inlets must be submitted to the Project Manager for his approval. Any inlet not previously approved prior to installation will be rejected and removed from the project site.

751-2.1, 2.2. Delete these sections.

751-2.6 Frames, Covers, and Grates. Revise paragraph (b) to read as follows:

“The Type B inlet grate shall be Neenah airport drainage inlet frame and grate Cat. No. R-3475-E, East Jordan 5435-1, Deeter 2425-E, or an approved equal.”

751-2.7 Steps. Add the following to this section:

“Polypropylene plastic steps reinforced with a No. 3 deformed steel rod, M.A. Industries, Inc. Cat. No. PSI manhole step, or approved equal, may be used in place of a metal step.

The proposed inlets which are located in a turfed area will have sod placed around them for a distance of 5 ft from the inlet. The sod will be considered as an incidental item to the inlet, and no additional compensation will be allowed.”

751-3.2. Delete this section.

751-3.5. Delete this section.

BASIS OF PAYMENT

Payment will be made under:

Item AR751412 Inlet - Type B - per each

ITEM AR751540
MANHOLE 4'

DESCRIPTION

751-1.1. Revise this section to read as follows:

“This item of work shall consist of the construction and installation of Manholes – 4 ft diameter in accordance with the Specifications and at the locations and dimensions shown on the Construction Plans.”

MATERIALS

751-2.1 and 2.2. Delete these sections.

751-2.3 Concrete. Revise this section to read as follows:

“The concrete shall be in accordance with Item 610.”

751-2.6 Frames, Covers, and Grates. Revise this section to read as follows:

“The manhole frame and lid shall be Neenah R-1713 (with solid lid), or equal. The storm sewer lids shall be lettered "storm".”

751-2.7 Steps. Revise this section as follows:

“The manhole steps shall be polypropylene plastic steps reinforced with a No. 3 deformed rod, M.A. Industries, Inc. Cat. No. PSI Manhole Step, or approved equal.”

751-2.8 Sodding. The proposed manholes (that are not located in proposed pavement) will have sod placed around the structure a distance of 5 ft in all directions. The sodding will be considered as an incidental item to the structure, and no additional compensation allowed.

751-3.2. Delete this section.

751-3.5. Delete this section.

BASIS OF PAYMENT

Payment will be made under:

Item AR751540 Manhole 4' - per each

ITEM AR751
ADJUST MANHOLE

DESCRIPTION

This item shall consist of adjusting existing manholes in the proposed construction area from their existing elevation to the proposed finish grade elevation for each manhole to be adjusted. Existing and proposed elevations for each manhole to be adjusted are provided on the Construction Plans and Details.

MATERIALS

Materials shall consist of:

- Neenah R-3492 Airport Manhole frame and lid, or approved equal.
- Neenah R-1979 Manhole Adjusting Rings, or approved equal.
- 2 ft diameter concrete adjusting rings.
- 2 ft tall, 4-in. diameter concrete manhole sections.
- 4 ft tall 4-in. diameter concrete manhole sections.

CONSTRUCTION REQUIREMENTS

The Contractor shall remove the existing frame and lid, and adjust the existing manhole in order to obtain the proposed elevation, as provided on the Construction Plans for each manhole. The Contractor may have to remove an existing section of the existing manhole and substitute one or more manhole sections, and then add 2 ft diameter concrete adjusting rings in order to obtain the proposed top elevation. If the manhole is located in a turf area, the existing frame and lid will be reused and placed on top of the adjusted manhole. If the manhole is located in a pavement area, the Contractor will furnish and install a heavy-duty frame and lid, Neenah R-3492 or approved equal. The existing frame and lid that were replaced will be stored in a place where the City of DeKalb personnel can pick up and store them in their storage yard.

METHOD OF MEASUREMENT

The manhole adjustments will be measured individually for each manhole adjustment constructed in accordance with the Plans and Special Provisions.

BASIS OF PAYMENT

Payment will be made at the contract unit price bid per each manhole adjusted and accepted by the Engineer. This price shall be full compensation for all materials, labor, equipment, tools, and

incidentals necessary to complete this item of work in accordance with the Plans and Special Provisions.

Payment will be made under:

Item AR751944 Adjust Manhole-Pavement – per each

Item AR751945 Adjust Manhole-Non Pavement – per each

ITEM AR752
CONCRETE HEADWALLS, AND PRECAST REINFORCED
CONCRETE FLARED END SECTIONS

DESCRIPTION

752-1.1. This item shall consist of the construction of precast concrete end sections and headwalls in accordance with these Specifications. The concrete end section and headwall details are included in these Special Provisions.

CONSTRUCTION METHODS

752-3.4 Cleaning and Restoration of Site. Revise this section to read as follows:

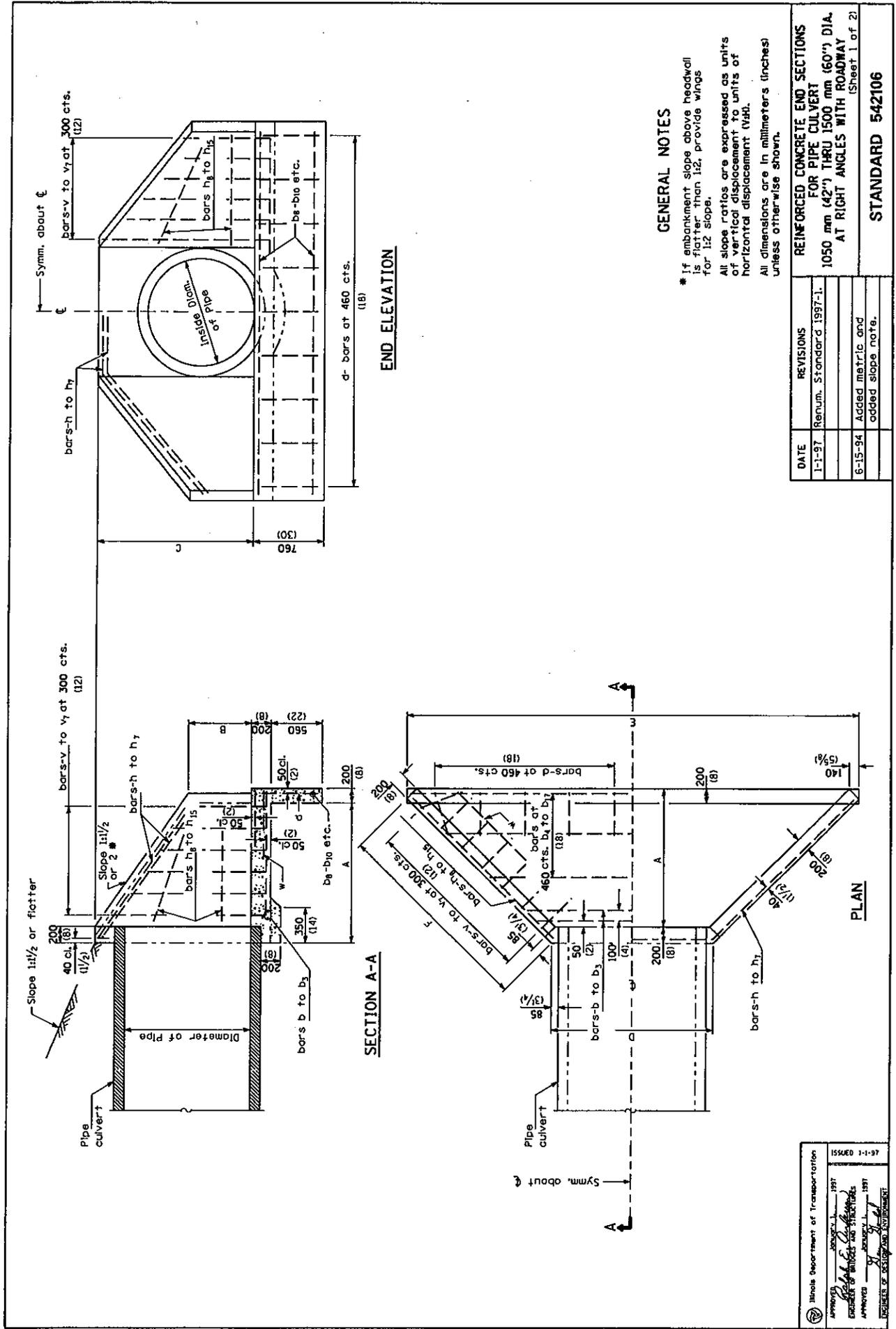
“After the backfill is completed and the surplus material, dirt, and rubbish have been disposed of, the Contractor shall place riprap around the concrete end sections and headwalls in accordance with the details on the Construction Plans and these Special Provisions.

The cost of furnishing, placing the riprap to be placed around the concrete end sections, and headwalls shall be paid for under Item AR156540.”

BASIS OF PAYMENT

Payment will be made under:

- Item AR752430 Precast Reinforced Conc. FES 30” - per each
- Item AR752436 Precast Reinforced Conc. FES 36” - per each
- Item AR752618 Concrete Headwall 18” - per each
- Item AR752630 Concrete Headwall 30” - per each
- Item AR752636 Concrete Headwall 36” - per each
- Item AR752648 Concrete Headwall 48” - per each



GENERAL NOTES

* If embankment slope above headwall is flatter than 1:2, provide wings for 1:2 slope.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in millimeters (inches) unless otherwise shown.

REVISIONS	
DATE	REVISIONS
1-1-97	Renum. Standard 1997-1.
8-15-94	Added metric and added slope note.

REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERT
 1050 mm (42") THRU 1500 mm (60") DIA.
 AT RIGHT ANGLES WITH ROADWAY
 (Sheet 1 of 2)

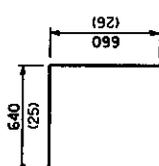
STANDARD 542106

Illinois Department of Transportation
 APPROVED: [Signature] 1997
 DESIGNER: [Signature] 1997
 APPROVED: [Signature] 1997
 ENGINEER OF DESIGN AND INSTRUMENT

ISSUED 1-1-97

BARS IN ONE END SECTION

1050 Pipe (42)			1200 Pipe (48)			1350 Pipe (54)			1500 Pipe (60)		
DESIGN NO.	NOMINAL INSIDE DIAM. of PIPE	SLOPE of FILL	A	B	C	D	E	F	Concrete 2 End Secs. (cu. yds.)	Reinf. Bars (lbs.)	
D1.05 -1/2 (042-1/2)	1050	1:1 1/2	1.01 m (3'-4")	0.66 m (2'-2")	1.33 m (4'-4")	1.48 m (4'-10")	3.63 m (11'-10 1/2")	1.52 m (5'-0")	3.7	180	
D1.05 -2 (042-2)	1050	1:2	1.35 m (4'-5")	0.66 m (2'-2")	1.33 m (4'-4")	1.48 m (4'-10")	4.29 m (14'-1 1/8")	1.99 m (6'-6 1/2")	4.7	220	
D1.2 -1/2 (048-1/2)	1200	1:1 1/2	1.14 m (3'-9")	0.74 m (2'-5")	1.48 m (4'-10")	1.65 m (5'-5")	4.05 m (13'-3 1/2")	1.7 m (5'-7")	4.4	200	
D1.2 -2 (048-2)	1200	1:2	1.52 m (5'-0")	0.74 m (2'-5")	1.48 m (4'-10")	1.65 m (5'-5")	4.82 m (15'-9 1/2")	2.24 m (7'-4 1/4")	5.8	250	
D1.35 -1/2 (054-1/2)	1350	1:1 1/2	1.27 m (4'-2")	0.81 m (2'-6")	1.66 m (5'-5 1/2")	1.83 m (6'-0")	4.49 m (14'-8 1/2")	1.88 m (6'-2")	5.2	240	
D1.35 -2 (054-2)	1350	1:2	1.7 m (5'-7")	0.81 m (2'-6")	1.66 m (5'-5 1/2")	1.83 m (6'-0")	5.35 m (17'-6 1/2")	2.49 m (8'-2")	7.0	310	
D1.5 -1/2 (060-1/2)	1500	1:1 1/2	1.4 m (4'-7")	0.89 m (2'-9")	1.83 m (6'-0")	2.0 m (6'-7")	4.91 m (16'-1 1/2")	2.06 m (6'-9")	6.1	280	
D1.5 -2 (060-2)	1500	1:2	1.88 m (6'-2")	0.89 m (2'-9")	1.83 m (6'-0")	2.0 m (6'-7")	5.88 m (19'-3 1/2")	2.74 m (9'-0")	8.3	350	



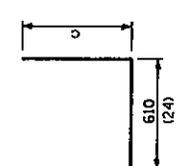
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DIMENSIONS AND QUANTITIES

DESIGN NO.	NOMINAL INSIDE DIAM. of PIPE	SLOPE of FILL	DIMENSIONS						Concrete 2 End Secs. (cu. yds.)	Reinf. Bars (lbs.)
			A	B	C	D	E	F		
D1.05 -1/2 (042-1/2)	1050	1:1 1/2	1.01 m (3'-4")	0.66 m (2'-2")	1.33 m (4'-4")	1.48 m (4'-10")	3.63 m (11'-10 1/2")	1.52 m (5'-0")	3.7	180
D1.05 -2 (042-2)	1050	1:2	1.35 m (4'-5")	0.66 m (2'-2")	1.33 m (4'-4")	1.48 m (4'-10")	4.29 m (14'-1 1/8")	1.99 m (6'-6 1/2")	4.7	220
D1.2 -1/2 (048-1/2)	1200	1:1 1/2	1.14 m (3'-9")	0.74 m (2'-5")	1.48 m (4'-10")	1.65 m (5'-5")	4.05 m (13'-3 1/2")	1.7 m (5'-7")	4.4	200
D1.2 -2 (048-2)	1200	1:2	1.52 m (5'-0")	0.74 m (2'-5")	1.48 m (4'-10")	1.65 m (5'-5")	4.82 m (15'-9 1/2")	2.24 m (7'-4 1/4")	5.8	250
D1.35 -1/2 (054-1/2)	1350	1:1 1/2	1.27 m (4'-2")	0.81 m (2'-6")	1.66 m (5'-5 1/2")	1.83 m (6'-0")	4.49 m (14'-8 1/2")	1.88 m (6'-2")	5.2	240
D1.35 -2 (054-2)	1350	1:2	1.7 m (5'-7")	0.81 m (2'-6")	1.66 m (5'-5 1/2")	1.83 m (6'-0")	5.35 m (17'-6 1/2")	2.49 m (8'-2")	7.0	310
D1.5 -1/2 (060-1/2)	1500	1:1 1/2	1.4 m (4'-7")	0.89 m (2'-9")	1.83 m (6'-0")	2.0 m (6'-7")	4.91 m (16'-1 1/2")	2.06 m (6'-9")	6.1	280
D1.5 -2 (060-2)	1500	1:2	1.88 m (6'-2")	0.89 m (2'-9")	1.83 m (6'-0")	2.0 m (6'-7")	5.88 m (19'-3 1/2")	2.74 m (9'-0")	8.3	350

DIMENSIONS OF BENT BARS

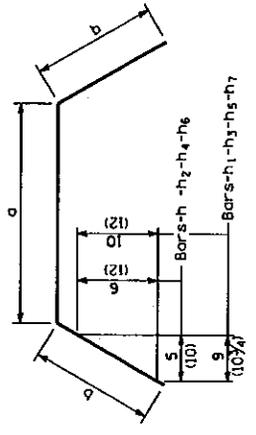
BARS	No. 15-bars v to v1 (No. 5)		No. 15-bars h to h7 (No. 5)		TOTAL LENGTH
	c	o	a	b	
v	1.83 m (6'-0")	2.44 m (8'-0")	1.42 m (4'-8")	1.57 m (5'-2")	4.56 m (15'-0")
v1	1.68 m (5'-6")	2.29 m (7'-6")	1.42 m (4'-8")	2.03 m (6'-8")	5.48 m (18'-0")
v2	1.52 m (5'-0")	2.15 m (7'-1")	1.6 m (5'-3")	1.79 m (5'-10 1/2")	5.18 m (17'-0")
v3	1.37 m (4'-6")	1.98 m (6'-6")	1.6 m (5'-3")	2.29 m (7'-6")	6.18 m (20'-3")
v4	1.22 m (4'-0")	1.83 m (6'-0")	1.78 m (5'-10")	2.01 m (6'-7")	5.78 m (19'-0")
v5	1.07 m (3'-6")	1.68 m (5'-6")	1.78 m (5'-10")	2.54 m (8'-4")	6.86 m (22'-6")
v6	920 (306)	1.53 m (5'-0")	1.96 m (6'-5")	2.18 m (7'-2")	6.32 m (20'-9")
v7	610 (200)	1.22 m (4'-0")	1.96 m (6'-5")	2.83 m (9'-3 1/2")	7.59 m (25'-0")



BARS v TO v7

SIZES OF STRAIGHT BARS

BARS	SIZE	LENGTH
b	No. 15 (No. 5)	1.9 m (6'-3")
b1	No. 15 (No. 5)	2.06 m (6'-9")
b2	No. 15 (No. 5)	2.21 m (7'-3")
b3	No. 15 (No. 5)	2.44 m (8'-0")
b4	No. 15 (No. 5)	2.51 m (8'-3")
b5	No. 15 (No. 5)	2.74 m (9'-0")
b6	No. 15 (No. 5)	3.05 m (10'-0")
b7	No. 15 (No. 5)	3.2 m (10'-6")
b8	No. 15 (No. 5)	3.43 m (11'-3")
b9	No. 15 (No. 5)	3.66 m (12'-0")
b10	No. 15 (No. 5)	3.96 m (13'-0")
b11	No. 15 (No. 5)	4.11 m (13'-6")
b12	No. 15 (No. 5)	4.34 m (14'-3")



BARS - h to h7

All dimensions are in millimeters (inches) unless otherwise shown.

REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERT 1050 mm (42") THRU 1500 mm (60") DIA. AT RIGHT ANGLES WITH ROADWAY
(Sheet 2 of 2)

STANDARD 542106

Illinois Department of Transportation
 APPROVED: [Signature]
 ENGINEER: [Signature]
 ISSUED 1-1-97

PIPE DIA.	APPROX. QTY. kg (lbs)	WALL	A	B	C	D	E	G	R	APPROX. SLOPE
300 (12)	240 (530)	51 (2)	102 (4)	610 (24)	1,241 (54)	1,851 (82)	610 (24)	51 (2)	229 (99)	1:2.4
375 (15)	335 (740)	57 (2)	152 (6)	686 (27)	1,168 (51)	1,854 (83)	762 (30)	57 (2)	280 (111)	1:2.4
450 (18)	450 (990)	64 (2)	229 (9)	686 (27)	1,168 (51)	1,854 (83)	914 (36)	64 (2)	305 (121)	1:2.4
525 (21)	580 (1280)	70 (3)	229 (9)	889 (34)	965 (43)	1,854 (83)	1,067 (42)	70 (3)	330 (131)	1:2.4
600 (24)	690 (1520)	76 (3)	241 (9)	1,105 (43)	762 (30)	1,867 (84)	1,219 (48)	76 (3)	356 (141)	1:2.5
675 (27)	875 (1930)	83 (3)	267 (10)	1,219 (48)	648 (29)	1,867 (84)	1,372 (53)	83 (3)	368 (144)	1:2.4
750 (30)	995 (2190)	89 (3)	305 (12)	1,375 (53)	502 (22)	1,874 (84)	1,524 (60)	89 (3)	381 (151)	1:2.5
825 (33)	1450 (3200)	95 (4)	343 (13)	1,486 (54)	397 (18)	2,483 (110)	1,676 (63)	95 (4)	445 (175)	1:2.5
900 (36)	1860 (4100)	102 (4)	381 (14)	1,651 (59)	343 (13)	2,483 (110)	1,829 (67)	102 (4)	508 (201)	1:2.5
1050 (42)	2440 (5380)	114 (4)	533 (20)	1,651 (59)	889 (40)	2,489 (111)	1,981 (74)	114 (4)	559 (221)	1:2.5
1200 (48)	2970 (6550)	127 (5)	610 (24)	1,829 (67)	660 (29)	2,489 (111)	2,134 (84)	127 (5)	559 (221)	1:2.5
1350 (54)	3740 (8240)	140 (5)	686 (27)	1,651 (59)	889 (40)	2,54 (111)	2,286 (88)	140 (5)	610 (241)	1:2.0
1500 (60)	3960 (8730)	152 (6)	889 (34)	1,524 (58)	991 (45)	2,515 (112)	2,438 (91)	152 (6)	610 (241)	1:1.9
1650 (66)	4860 (10710)	165 (6)	762 (29)	1,829 (67)	686 (30)	2,515 (112)	2,591 (100)	165 (6)	610 (241)	1:1.7
1800 (72)	5680 (12520)	178 (7)	914 (36)	1,981 (74)	533 (24)	2,514 (112)	2,743 (108)	178 (7)	610 (241)	1:1.8
1950 (84)	6700 (14770)	191 (7)	914 (36)	2,286 (88)	533 (24)	2,819 (126)	2,896 (105)	191 (7)	610 (241)	1:1.8
2100 (96)	8240 (18160)	203 (8)	914 (36)	2,286 (88)	533 (24)	2,832 (127)	3,048 (118)	203 (8)	610 (241)	1:1.6

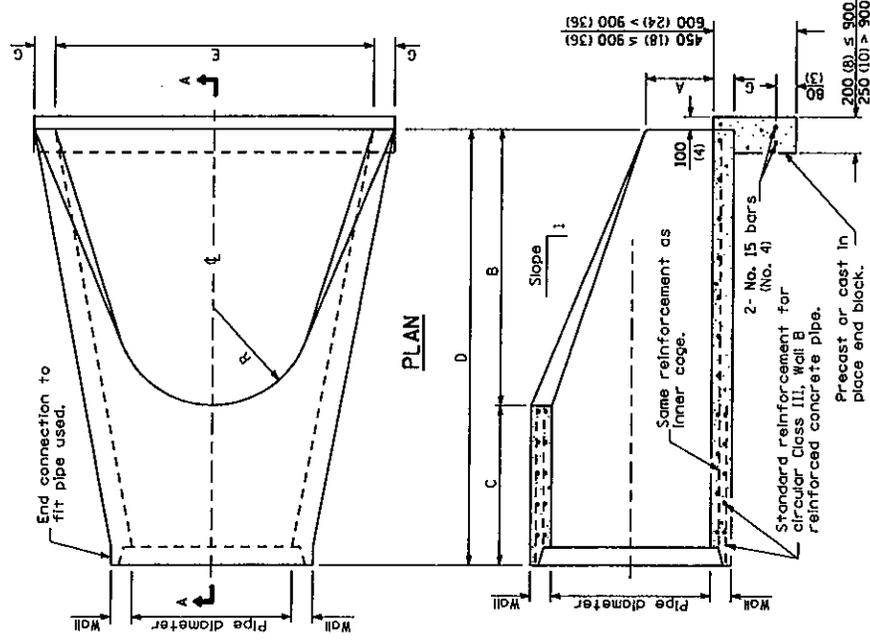
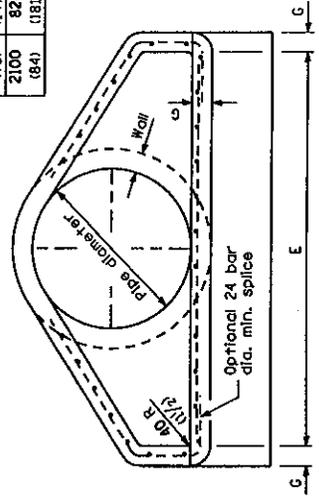
* Radius as furnished by manufacturer

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS
1-1-97	Renum. Standard 2449-1.
	Deleted DN Symbol.
11-1-94	Revised metric values and slopes.

END VIEW



SECTION A-A

Illinois Department of Transportation
 APPROVED: [Signature] 1997
 ENGINEER OF BRIDGES AND STRUCTURES
 APPROVED: [Signature] 1997
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

STANDARD 542301

PRECAST REINFORCED CONCRETE FLARED END SECTION

ITEM AR752903
HEADWALL REMOVAL

DESCRIPTION

This item of work shall consist of removing and disposing of seven existing concrete headwalls. Sizes of the headwalls vary from 18 in. to 48 in. This item of work includes the removal of the first section of pipe that is connected to the headwall to be removed. Included with this item is the disposal and reconstruction, if needed, of the paved ditch section connected to the headwall removal at Sta. 111+16.

Disposal of Materials - The removed headwall, pipe, and riprap/paved ditch shall be disposed of off the Airport site at the Contractor's own expense if unwanted by the City of DeKalb.

METHOD OF MEASUREMENT

The quantity of headwall removal to be paid for shall be the number of each headwall actually removed and disposed of in accordance with these Specifications and accepted by the Engineer.

BASIS OF PAYMENT

Payment will be made at the contract unit bid price per each for headwall removal. This price shall be full compensation for furnishing all labor, equipment, tools, and incidentals necessary to remove and dispose of the headwall, first section of pipe and riprap/paved ditch to complete this item of work.

Payment will be made under:

Item AR752903 Headwall Removal - per each

ITEM AR770516
16" DUCTILE IRON SANITARY SEWER

DESCRIPTION

This item shall consist of furnishing and installing 16-in. ductile iron pipe at the locations and to the grades, as shown on the Construction Plans. Also included as a part of this item shall be trench excavation, granular cradle construction, and backfilling.

The proposed sanitary sewer pipe shall be constructed using Class 52, 16" Ductile Iron Pipe. The proposed pipe shall be gasketed bell and spigot ductile iron.

All bends required to maintain the designated horizontal vertical pipe alignment will be considered as an incidental item to the 16-in. ductile iron sanitary sewer pipe, and no additional compensation will be allowed.

All work on this item will be in accordance with the Standard Specifications for Water and Sewer Main Construction in Illinois and the DeKalb Sanitary District "Standard Notes and Details".

The Contractor shall make provisions to maintain and/or provide temporary conduits, as necessary.

CONSTRUCTION METHODS

General. The Contractor shall constantly check line and grade of the three batterboards or laser beam and, in the event they do not meet the specified limits described hereinafter, the work shall be immediately stopped, the Resident Engineer notified, and the cause remedied before proceeding with the work. The Contractor will excavate the beginning and ending pipe sections and verify the elevations shown on the Construction Plans.

Sewer Pipe Laying. Laying of sewer pipe shall be accomplished to line and grade in the trench only after it has been dewatered and the bedding has been prepared. Mud, silt, gravel, and other foreign material shall be kept out of the pipe and off the jointing surfaces.

All pipe laid shall be retained in position so as to maintain alignment and joint closure until sufficient backfill has been completed to adequately hold the pipe in place. All pipe shall be laid to conform to the prescribed line and grade shown on the Plans.

The sewer pipe, unless otherwise approved by the Resident Engineer, will be laid up grade from point of connection on the existing sewer or from a designated starting point. The sewer pipe shall be installed with the bell end forward or up grade, unless approved otherwise. When pipe laying is not in progress, the forward end of the pipe shall be kept tightly closed with an approved temporary plug.

Dewatering. Dewatering will be sufficient to maintain the water level at or below the surface of trench bottom or base of the bedding course, shall be accomplished prior to pipe laying and jointing, if not prior to excavation and placing of the bedding as called for in other sections of the Specifications or Special Provisions. The dewatering operation, however accomplished, shall be carried out so that it does not destroy or weaken the strength of the soil under or along side the trench. The normal watertable shall be restored to its natural level in such a manner as to not disturb the pipe and it's foundation.

Pipe Joint. Care shall be taken to properly align the pipe before joints are entirely forced home. During insertion of the tongue or spigot, the pipe shall be partially supported by hand, sling, or crane to minimize unequal lateral pressure on the gasket and to maintain concentricity until the gasket is properly positioned.

Sufficient pressure shall be applied in making the joint to assure that it is home, as described in the installation instructions provided by the pipe manufacturer. Sufficient restraint, as specified in Section "Sewer Pipe Laying", shall be applied to the line to assure that joints once home are held so until fill material under and alongside the pipe has been sufficiently compacted. At the end of the workday, the first pipe laid shall be blocked in an effective way to prevent creep "down time".

Excavation and Backfilling. Trench work shall be done in accordance with the above-referenced standards and the following requirements. All surplus excavated material shall be disposed of in a manner meeting the approval of the Resident Engineer. All excavated material remaining on the job site shall be placed to provide as little inconvenience as possible to public travel and to adjoining property.

Granular Backfill. A 4-in. bedding of granular material shall be placed under all sewer pipe (gravity and force main). In all areas, the granular backfill shall be carried to a minimum depth of 12 in. over the top of the pipe or to the original ground level where it is under proposed pavement. The granular material will be a Class III, as described in ASTM D2321.

Backfill. The material excavated from the trench shall be used for backfill over the granular material. The backfill shall be compacted in layers using approved compaction equipment. An approved granular material shall be used for backfill under pavement areas. The granular material will extend to the top of the proposed subgrade.

Sewer Pipe Connection. The Contractor will be responsible for making all connections into existing and proposed manholes. The connections will be made in a neat, waterproof manner which is acceptable to the Resident Engineer. All connections will be considered as part of the pipe installation, and no additional compensation will be allowed.

Testing. The Contractor will test the gravity flow section of the sanitary sewer by the exfiltration testing technique. Either air or water may be used. An air test for gravity (15-in.) portion will be required.

Water. The section of sewer to be tested shall be sealed by inserting inflatable rubber bags in the pipes or by other means approved by the Resident Engineer. Then water shall be introduced into a

manhole until the test section is completely filled. The Contractor shall fill the pipe to the test level prior to the time of testing to permit normal absorption into the pipe walls.

Throughout the test period of at least one (1) hour, the water level in the upper manhole shall be maintained at least 18 in. above the crown of the upper end of the pipe or at least 18 in. above the ground water table, whichever is higher. The length of pipe tested shall be limited so that the pressure on the centerline of the lower end of the section tested shall not exceed 6 ft of water column.

Exfiltration leakage shall not exceed 240 gallons per day per in. of pipe diameter per one mile of sewer pipe, including manholes in the test section.

Air. The section of sewer to be tested shall have been trench backfilled and cleared. Pneumatic plugs (having a sealing length equal to or greater than the diameter of the pipe to be tested) placed in both ends of the pipe to be tested shall be inflated to 25 psig. The sealed sewer pipe shall then be pressurized to 4 psig above the average back pressure of ground water over the sewer pipe and the air pressure allowed to stabilize for at least two minutes.

After the stabilization period, the line shall be pressurized to 3.5 psig and the time in minutes measured for pressure to drop to 2.5 psig. If ground water is present, the air pressure within shall be increased to 3.5 psig above the level of the ground water, and the drop of one pound of air pressure measured in minutes.

The line being tested shall be deemed acceptable when the time for the one pound pressure drop is not less than:

Pipe Diameter	Specification Time for Length (L) Shown (Min/Sec)						
16"	100'	150'	200'	225'	400'	450'	500'
	2:38	3:58	5:17	5:40	6:03	6:48	7:34

Quality Assurance. The Contractor will be responsible for Quality Assurance inspections and tests, as required by this Specification and the DeKalb Sanitary District. The Contractor will notify the DeKalb Sanitary District concerning his schedule and readiness for inspections and/or test observations. The Contractor will provide the DeKalb Sanitary District with a minimum of 24-hour advance notice prior to any Quality Assurance inspections and/or testing.

The Contractor will supply the Resident Engineer with a copy of any and all test results.

METHOD OF MEASUREMENT

The quantity of 16-in. ductile iron pipe to be paid for shall be the number of lin. ft of pipe installed, completed, and accepted.

BASIS OF PAYMENT

Payment will be made at the contract unit price bid for 16-in. ductile iron sanitary sewer pipe. This price shall be full compensation for furnishing all materials, labor, equipment, and tools required to excavate, install pipe, provide granular bedding, backfill, testing, make connection, Quality Assurance inspections and testing; and for all incidentals necessary to complete this item of work.

Payment will be made under:

Item AR770516 16" Ductile Iron Sanitary Sewer - per lin. ft

ITEM AR770704
SANITARY MANHOLE, 4'

DESCRIPTION

This item of work shall consist of the construction and installation of one sanitary manhole, 4 ft in diameter, in accordance with the Specifications and at the locations and dimensions shown on the Construction Plans.

MATERIALS

751-2.1 & 2.2. Delete these sections.

751-2.3 Concrete. Revise this section to read as follows:

“The concrete shall be in accordance with Item 610.”

751-2.6 Frames, Covers, and Grates. Revise this section to read as follows:

The manhole frame and lid shall be Neenah R-1015-2000 (with solid lid), or equal. The lids shall be lettered "sanitary" and will be self-sealing and have concealed pickholes. The frame will be "chimney-sealed" to the manhole, as shown in the sanitary details.

751-2.7 Steps. Revise this section as follows:

The manhole steps shall be polypropylene plastic steps reinforced with a No. 3 deformed rod, M.A. Industries, Inc. Cat. No. PSI Manhole Step, or approved equal.

751-2.8 Sodding. The proposed manholes (that are not located in proposed pavement) will have sod placed around the structure a distance of 5 ft in all directions. The sodding will be considered as an incidental item to the structure, and no additional compensation allowed.

751-3.2. Delete this section.

751-3.5. Delete this section.

BASIS OF PAYMENT

Payment will be made under:

Item AR770704 Sanitary Manhole, 4' - per each

ITEM AR770905
REMOVE SANITARY MANHOLE

DESCRIPTION

This item of work shall consist of the removal of one existing sanitary manhole at the location shown on the Construction Plans and designated by the Resident Engineer.

CONSTRUCTION METHODS

If the designated manhole is to be replaced with another structure or the conduits/pipes contained within the manhole are in use, the Contractor will construct a temporary pipe(s) to bypass the manhole and keep the system functional. The temporary pipe(s) will be closed and approved by the Resident Engineer. The Contractor will excavate and remove the entire structure from the Airport property. All salvageable material will become the property of the Contractor, except the frame and lid will be turned over to the City of DeKalb.

The excavated area will be backfilled in layers of 12 in. with earth material and compacted to the satisfaction of the Resident Engineer.

METHOD OF MEASUREMENT

The number of manholes removed to be paid for shall be the number of manhole structures removed and accepted by the Resident Engineer per each.

BASIS OF PAYMENT

This work will be paid for at the contract unit price bid per each manhole removed. This price shall constitute full compensation for removing the structure, rerouting pipe(s), if required, disposal, backfilling, and for furnishing all materials, labor, equipment, and other incidentals necessary to complete this item.

Payment will be made under:

Item AR770905 Remove Sanitary Manhole - per each

ITEM AR770945
ADJUST SANITARY MANHOLE

DESCRIPTION

This item of work shall consist of adjusting one existing manhole at the location shown on the Construction Plans.

CONSTRUCTION METHODS

The Contractor will verify the existing elevation of the top of the manhole. Using this elevation, he will determine the adjustment required and remove or add rings to match the manhole to the proposed grades. The adjusting rings will be sized to fit the existing opening of the manhole. The Contractor will remove the existing frame and lid, add or subtract extension rings on top of the manhole, and then place the frame and lid on top of the extension ring. A bituminous mastic compound will be used. If adjustment rings cannot be removed, the Contractor will propose a method to adjust the top of the existing manhole. The Project Engineer will approve the proposed method before the Contractor proceeds with the adjustment.

METHOD OF MEASUREMENT

The quantity of manholes to be adjusted to be paid for shall be the number of manholes adjusted, completed in-place, and accepted by the Resident Engineer.

BASIS OF PAYMENT

This work will be paid for at the contract unit price bid per each for Manhole Adjustment. This price and payment shall constitute full compensation for furnishing all materials; and for furnishing all labor, tools, equipment, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR770945 Adjust Sanitary Manhole – per each

ITEM 800405
INSTALL TEMPORARY LIGHTING

DESCRIPTION

This item of work shall consist of installing cable as jumpers to temporarily activate runway and taxiway lighting circuits during this project. The bagging of existing runway and taxiway lights to prevent them from emitting light will also be included in this item of work.

MATERIALS

The jumper will be constructed using the following material:

1/C #8 5KV UG Cable shall be one conductor No. 8, 5000-Volt, FAA L-824, Type C, stranded

FAA L-823 cable connector (Single Conductor, 5000-Volt, 25 Ampere, Type I, Class B, Style 3 Plug; Style 10 Receptacle).

CONSTRUCTION METHODS

Of the five existing runway and taxiway lighting circuits, the Contractor will be required to maintain four of them. The lighting circuit for Taxiway A will be deactivated at the start of this project, and will remain deactivated until Taxiway A has been extended and this taxiway has been activated for use by aircraft.

A section of Taxiway B will be removed. Prior to deactivation and removal of this section of pavement, the Contractor will install an underground jumper cable from existing taxi guidance sign TGS-X3 to existing taxi guidance sign TGS-X4. Since this jumper cable is underground, the cable will be placed in a ¾-in. unit duct. This jumper cable will complete Taxiway B lighting circuit, and will allow the designated section of Taxiway B to be removed. This jumper cable will remain in-place after the project has been completed, and will be paid for under Item AR108158 "1/C #8 5KV UG Cable in UD".

Both runways will be temporarily displaced, and their lighting circuits will be active throughout the displacement. Runway end 27 will require no jumper. Runway end 2 will require an aboveground jumper cable from runway light 2-2 to 2-20. The Contractor will apply FAA L-823 connectors to the ends of the jumper cable and connect the jumper cable to the two lights. This will isolate and deactivate all the runway lights located south of these two lights. The cable will have sufficient length to allow the Contractor to move it onto the pavement during the construction day. If necessary, the Contractor can disconnect the jumper cable and move it out of the way of the construction equipment. At the end of the construction day, the Contractor will restore the jumper and insure the runway lighting circuit is functioning correctly. This jumper is considered as an

intricate part of the temporary lighting and marking and will be paid for under Item AR620912 "Temporary Mark & Light".

Two additional jumper cables will be required to keep Runway 2-20 lighting circuit active during the removal of Taxiways A and B and the extension of Taxiway A. These jumper cables will be constructed with L-823 connectors on each end, and will be connected to the following runway lights:

East Jumper – light 2-21 to light 2-22.

West Jumper – light 2-1 to light 2-85.

These two jumpers will be placed aboveground, and will have adequate length to allow the Contractor to move them out of the way of construction equipment. If necessary, these cables can be disconnected and moved out of the way of construction equipment, but they will be reconnected at the end of the construction day and checked to make sure the lighting circuit will be working.

The lighting circuit for Taxiway C will also require two jumper cables. The Contractor will expose the cable at existing taxiway light T2-186. He will carefully expose this cable back a sufficient distance in order to remove this cable from the proposed widening area. He will then connect one end of the proposed jumper cable to this cable, and the other end of the jumper cable to existing taxiway light T2-111. The Contractor will connect a second jumper cable to existing taxiway light T2-1, and then place the jumper cable along the west side of Taxiway C (at a minimum distance of 30 ft from the taxiway pavement edge) to taxiway light T2-25. The Contractor will have to take care not to damage this jumper cable during the construction activities along this side of Taxiway C. The Contractor will be allowed to increase the length of this jumper cable in order to move the cable farther west until it is located outside of the proposed construction area. No additional compensation will be allowed if the Contractor elects to move this cable farther west. The Contractor will be allowed to disconnect this cable during the construction day and move it out of the way of construction equipment, but it will be reconnected at the end of the construction day and the lighting circuit will be working.

Besides the jumper cables the Contractor will also provide plastic bags to be placed over lights that will remain in an active lighting circuit, but are not suppose to emit any light. The Contractor will place the plastic bag over the light, and secure it to the mounting stake in a manner that will insure the bag will neither come off nor allow any light emittance. The following lights will be bagged:

T2-111 through T2-75 (east side of Taxiway C)

At the end of the construction day, prior to leaving the construction site, the Contractor will activate the runway and taxiway lighting circuits to insure they are functioning properly. He will inspect the bagged lights to insure they are completely covering the lights, and no light is emitting any light. If a jumper cable has been damaged; it will be replaced at no additional cost to the project. The Contractor will repair any lighting circuit that is not functioning and/or repair/replace any damaged bag. The maintenance of these lighting circuits, jumper cables, and bagged lights will be considered

as part of this item of work, and no additional compensation will be allowed. The Contractor will furnish a contact person who will be responsible to provide 24-hour repair service in the case a circuit should deactivate after the Contractor has left the job site for the day.

When the Contractor is ready to reactivate Runway 2-20 and Taxiway A, he will remove the jumpers and connect the deactivated lights back into the lighting circuit. When the widening of Taxiways A and C are completed, he will remove the jumpers, remove the bags, and connect the deactivated lights back into the lighting circuit. The jumper cables will be rolled up and turned over to the Airport Manager.

BASIS OF PAYMENT

This work will be paid for at the contract unit price bid per lump sum for Installing Temporary Lighting. Said price and payment shall constitute full compensation for furnishing all materials; and for furnishing all labor, tools, equipment, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR800405 Install Temporary Lighting – per lump sum

ITEM AR800429
FIELD TILE TRACING

DESCRIPTION

This item of work shall consist of tracing field tile discovered while performing Item AR800152 "Exploratory Trench" or during the unclassified excavation or RCP installation and as directed by the Resident Engineer.

CONSTRUCTION METHODS

The field tile designated to be traced will be located between the limits of 250 ft left and right of the break in the field tile. The location of the tile will be marked by a paint mark every 20 ft, by a wood lathe every 100 ft, and by excavating the end location. The Contractor shall maintain the locations until such time that the Resident Engineer is able to accurately transfer the location and elevation to the project Drawings.

METHOD OF MEASUREMENT

The quantity of field tile tracings to be paid for under this item shall be the number of field tile lines traced in accordance with requirements and limits specified.

BASIS OF PAYMENT

Payment will be paid for at the contact unit bid price for each Field Tile Traced and accepted by the Resident Engineer. This price shall constitute full compensation for all materials, tools, equipment, labor, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR800429 Field Tile Tracing - per each

ITEM AR9800463
FIELD TILE REPAIR

DESCRIPTION

This item of work shall consist of repairing any existing field tile that is encountered and damaged during the construction of this project.

CONSTRUCTION METHODS

If the Contractor encounters an existing field tile during the construction of this project, he will trace the field tile as described under Item AR800429 "Field Tile Tracing". Once the path of the encountered field tile has been determined, the Contractor will repair the field tile in a manner that is acceptable to the Resident Engineer. If pipe is needed to repair the field tile, the Contractor will use 6-in., 8-in., or 10-in. Non-Perforated Underdrain Pipe. Any concrete needed during the repair of the existing field tile will be in accordance with Item 610.

The 6-in., 8-in., or 10-in. Non-Perforated Underdrain pipe used for field tile repair will be paid for under:

Item AR705546 6" Non Perforated Underdrain
Item AR705548 8" Non Perforated Underdrain
Item AR705550 10" Non Perforated Underdrain

METHOD OF MEASUREMENT

The quantity of field tile repairs to be paid for under this item shall be the number of field tile lines traced and repaired in accordance with requirements and limits specified.

BASIS OF PAYMENT

Payment will be paid for at the contact unit bid price for each Field Tile Repaired and accepted by the Resident Engineer. This price shall constitute full compensation for all materials, tools, equipment, labor, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR800463 Field Tile Repair - per each

ITEM AR901550
LIME AND FERTILIZER

DESCRIPTION

901-1.1. Revise this section to read as follows:

“This item shall consist of seeding the areas shown on the Plans. All disturbed areas that lie outside of the proposed seeding and mulching limits and inside of the proposed grading limits will receive lime and fertilizer in accordance with the rates specified in this Specification.”

MATERIALS

901-2.2 Lime. Lime meeting the Standard Specifications will be required on this project at a rate of two (2) tons per acre.

The Contractor will take soil samples and have them analyzed. If the samples are determined to be alkaline, then the Contractor will substitute sulfur for lime in these areas. The sulfur will be applied at a rate to be determined in accordance with the test results. However, no more than 1,742 pounds of sulfur will be applied per acre. The sulfur will be spread and incorporated in accordance with the testing company recommendations.

901-2.3 Fertilizer. Any combination of the following will be permitted providing that it meets the minimum requirements: Complete Fertilizer, Sulfate of Ammonia, Ammonium Nitrate, Ammonium Phosphate, Muriate of Potash.

(a) Apply Fertilizer

<u>Fertilizer</u>	<u>Minimum Pounds of Available Plant Food per Acre</u>
N	90
P ₂ O ₅	350
K ₂ O	<u>240</u>
Total	680

(b) Incorporating Fertilizer.

The fertilizer shall be incorporated into the soil to the depth of not less than 2 in.

BASIS OF PAYMENT

901-5.1. Payment will be made under:

Item AR901550 Lime & Fertilizer - per acre

ITEM AR908520
EXCELSIOR BLANKET

DESCRIPTION

This item shall consist of furnishing, transporting, and placing excelsior blanket for erosion control.

MATERIALS

Materials shall meet the requirements of the following Articles of Section 1000-Materials, IDOT Standard Specifications for Road and Bridge Construction, January 1, 2002.

<u>Item</u>	<u>Article</u>
(a) Excelsior Blanket	1081.10(a)
(b) Wire Staples	1081.10(d)

CONSTRUCTION REQUIREMENTS

The blanket shall be placed within 24 hours after seeding operations have been completed on the areas specified. Prior to placing the blanket, the areas to be covered shall be relatively free of all rocks or clods over 1½ in. in diameter and all sticks or other foreign material which will prevent the close contact of the blanket with the seed bed. If, as a result of rain, the prepared seed bed becomes crusted or eroded, or if eroded places, ruts, or depressions exist for any reason, the Contractor will be required to rework the soil until it is smooth and to reseed such areas which are reworked. After the area has been properly shaped, fertilized, and seeded, the blanket shall be laid out flat, evenly, and smoothly without stretching the material.

The blanket shall be placed so that the netting is on the top and the fibers are in contact with the soil. Placing and anchoring the blankets in ditches and on slopes shall be as follows:

Excelsior Blanket. For placement in ditches, the blankets shall be applied in the direction of the flow of the water and butted snugly against each other. The blankets shall be stapled in place, using four staples across the upstream end at the start of each roll and placing staples on 4-ft centers along each side. A common row of staples shall be used along seams of adjoining blankets. All seams shall overlap at least 2 in.

On slopes, the blankets shall be applied either horizontally or vertically to the contour and stapled in-place similar to ditch applications, except that the space interval shall be 6 ft.

METHOD OF MEASUREMENT

The area of the excelsior blanket will be measured in-place in sq. yds. of actual surface area protected.

BASIS OF PAYMENT

Payment will be made at the contract unit price bid per sq. yd. for Excelsior Blanket. This price shall be full compensation for furnishing and placing all materials and for furnishing all labor, equipment, tools, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR908520 Excelsior Blanket - per sq. yd.

**MINIMUM WAGES FOR FEDERAL AND FEDERALLY
ASSISTED CONSTRUCTION CONTRACTS**

This project is funded, in part, with Federal-aid funds and, as such, is subject to the provisions of the Davis-Bacon Act of March 3, 1931, as amended (46 Sta. 1494, as amended, 40 U.S.C. 276a) and of other Federal statutes referred to in a 29 CFR Part 1, Appendix A, as well as such additional statutes as may from time to time be enacted containing provisions for the payment of wages determined to be prevailing by the Secretary of Labor in accordance with the Davis-Bacon Act and pursuant to the provisions of 29 CFR Part 1. The prevailing rates and fringe benefits shown in the General Wage Determination Decisions issued by the U.S. Department of Labor shall, in accordance with the provisions of the foregoing statutes, constitute the minimum wages payable on Federal and federally assisted construction projects to laborers and mechanics of the specified classes engaged on contract work of the character and in the localities described therein.

General Wage Determination Decisions, modifications and supersedes decisions thereto are to be used in accordance with the provisions of 29 CFR Parts 1 and 5. Accordingly, the applicable decision, together with any modifications issued, must be made a part of every contract for performance of the described work within the geographic area indicated as required by an applicable DBRA Federal prevailing wage law and 29 CFR Part 5. The wage rates and fringe benefits contained in the General Wage Determination Decision shall be the minimum paid by contractors and subcontractors to laborers and mechanics.

NOTICE

The most current **General Wage Determination Decisions** (wage rates) are available on the IDOT web site. They are located on the Letting and Bidding page at <http://www.dot.state.il.us/desenv/delett.html>.

In addition, ten (10) days prior to the letting, the applicable Federal wage rates will be e-mailed to subscribers. It is recommended that all contractors subscribe to the Federal Wage Rates List or the Contractor's Packet through IDOT's subscription service.

PLEASE NOTE: if you have already subscribed to the Contractor's Packet you will automatically receive the Federal Wage Rates.

The instructions for subscribing are at <http://www.dot.state.il.us/desenv/subsc.html>.

If you have any questions concerning the wage rates, please contact IDOT's Chief Contract Official at 217-782-7806.