RESOLUTION 2020-119 **PASSED: OCTOBER 26, 2020**

AUTHORIZING A STANDARD AGREEMENT WITH CRAWFORD, MURPHY AND TILLY, INC. FOR CONSTRUCTION SERVICES AT ILLINOIS AIRPORTS FOR DESIGN/SPECIAL SERVICES AND CONSTRUCTION PHASE ENGINEERING TO RESURFACE RUNWAY 2/20 AT THE DEKALB TAYLOR MUNICIPAL AIRPORT.

WHEREAS, the City of DeKalb is a home rule unit as defined in Article VII, Section 6 (a) of the Illinois Constitution and has jurisdiction over matters pertaining to its government; and

WHEREAS, the City of DeKalb requests Council to authorize the Mayor to enter into a Standard Agreement for Consultant Services at Illinois Airports for Design/Special and Construction Phase Engineering with Crawford, Murphy and Tilly, Inc. for airport design phase engineering services at the DeKalb Taylor Municipal Airport.

NOW THEREFORE, BE IT RESOLVED BY COUNCIL OF THE CITY OF DEKALB, ILLINOIS:

SECTION 1: That the City Council of the City of DeKalb hereby approves the Mayor to authorize a Standard Agreement for Construction Services at Illinois Airports for Design/Special and Construction Phase Engineering in the form attached hereto, subject to such changes as are acceptable to the Mayor with the recommendations of City Staff.

SECTION 2: That the City Clerk or Executive Assistant of the City of DeKalb, Illinois be authorized and directed to attest the Mayors signature and shall be effective there upon.

PASSED BY THE CITY COUNCIL of the City of DeKalb, Illinois, at a Regular meeting thereof held on the 26th day of October 2020 and approved by me as Mayor on the same day. Passed by an 8-0 roll call vote. Aye: Morris, Finucane, Smith, Perkins, McAdams, Verbic, Faivre, Mayor Smith. Nay: None.

ATTEST:

RUTH A. SCOTT, Executive Assistant

JERRY SMITH, Mayor

CITY OF DEKALB STATE OF ILLINOIS

STANDARD AGREEMENT FOR CONSULTANT SERVICES AT ILLINOIS AIRPORTS FOR ARCHITECTURAL/ENGINEERING (A/E), PLANNING AND SPECIAL SERVICES
Authorized for use by
The Illinois Department of Transportation
Division of Aeronautics
Effective: June 2012

☐ Preliminary Assessment and Schematic Design ☐ Construction Phase Services

☒ Design Phase Services ☒ Planning and Special Services

THIS AGREEMENT, made at **DeKalb**, Illinois, this **28th** day of **September** in the year 20**20** by and between the **City of DeKalb** (hereinafter referred to as the "Sponsor"), and **Crawford, Murphy and Tilly, Inc.** (hereinafter referred to as the "Consultant"). This Agreement expires 5 years from the date of execution.

WITNESSETH

The Sponsor intends to undertake the accomplishment of a project pursuant to the development of a public air navigation facility known as the **DeKalb Taylor Municipal Airport (DKB)** in **DeKalb** County, state of Illinois; and the project shall be identified as the Illinois Project No. **DKB-4800**; AIP Project No. **3-17-SBGP-156**; The following is the detailed project title and description from the Illinois Department of Transportation's Office of Planning and Programming (OP&P) program letter which shall be carried through the development of the project (attach supplemental information as necessary in Section I.H., Detailed Scope of Services):

Resurface Runway 2/20

A detailed sketch of the proposed work, labeled ATTACHMENT P, shall be attached.

In consideration of the benefits which will accrue to the parties hereto by virtue of the Agreement and the respective covenants herein contained, IT IS MUTUALLY COVENANTED AND AGREED as follows:

The Consultant agrees to furnish executed "Certification of Engineer" and certain professional engineering services enumerated herein-after, in connection with the implementation and development of the aforesaid project.

The Department of Transportation, Division of Aeronautics within the state of Illinois shall act as Agent of the Owner/Sponsor for all matters involving the development of any public air navigation facility by virtue of the Illinois Aeronautics Act. The Illinois Aeronautics Act requires and directs the Illinois Department of Transportation, Division of Aeronautics (hereinafter referred to as the "Department") to "*regulate and supervise aeronautics within this state*", with "*aeronautics*" defined as "...*the design, establishment, construction, extension, operation, improvement, repair or maintenance of airports*...". The Department shall not expend any funds appropriated, or made available for any work upon any such project that is not contracted for and constructed or developed under the supervision or direction of the Department. Financial assistance may include reimbursement to eligible airport Sponsors for engineering costs directly related to projects financed in whole or in part by federal/state monies provided such engineering costs were approved by the Department prior to the payment of these costs by the airport Sponsor. The approval of engineering costs prior to payment shall qualify those costs for federal/state reimbursement but shall not constitute an obligation of federal/state funds.

Since the services contemplated under this Agreement are professional in nature, it is understood that the Consultant, acting as an individual, partnership, firm or other legal entity, is of professional status and will be governed by professional ethics in their relationship to the Department and the Sponsor. The Department acknowledges the professional and ethical status of the Consultant by approving this Agreement and the associated fees for federal/state eligibility (either in whole or part) on the basis of their qualifications and experience and determining their compensation by mutually satisfactory negotiations.

Any additions/deletions, revisions/modifications to this Agreement without the expressed written consent of the Department shall void this Agreement as it relates to state and federal funding participation eligibility.

I. ARCHITECTURAL/ENGINEERING (A/E), PLANNING AND SPECIAL SERVICES

The Consultant agrees to perform various professional engineering and planning services and provide necessary and required information pursuant to the accomplishment of the above referenced project.

It is understood that meetings will be common to all phases. The Consultant will coordinate project kick-off, pre-design and pre-construction meetings and project status update meetings, as required, in order to resolve project issues with the Department, Sponsor and/or other regulatory and review agencies. The Department shall be notified of scheduled agency meetings and given the opportunity to participate. Meetings for which effort will be billed shall be thoroughly documented by minutes with copies distributed to the Sponsor and the Department within 10 days of the meeting. Failure to properly document meeting discussions could result in the loss of part or all of the professional services compensation eligibility associated with this activity.

A. PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN – Included with Paragraph I.B

This phase includes activities required for agency coordination and permit development, non-routine surveys, testing and architectural/engineering preliminary design considerations of a project. Elements of this phase may include development of architectural schematic building designs and reports, non-routine geological and field investigations (soil borings and pavement cores), DCP testing, FWD testing (when used to evaluate pavement as part of a strengthening project), coordination of FAA reimbursable agreements, coordination of utility relocation agreements, coordination of force account activity (must be pre-approved by the Department in writing).

The Consultant shall furnish and/or perform engineering reconnaissance necessary for the preparation and development of an engineering report, bidding documents (design plans and specifications) including topographic field surveys, crack surveys, and sampling and testing for routine soils investigations (in accordance with ATTACHMENT J – Testing Schedule & ATTACHMENT K – Testing Rates & Cost Summary).

This phase will culminate in the submittal of a detailed engineering report with project alternatives and design recommendations and project completion timeline assessment.

The Consultant shall furnish an engineering report in accordance with standard practices and the provisions of ATTACHMENT E – Engineering Report. The report will include an analysis of preliminary surveys, geotechnical testing and alternative designs and include final project design recommendations.

The project completion timeline assessment will identify necessary effort required to complete the final project design (complete construction plans and specifications). This phase of project development will represent approximately 35% of the project design timeline. Project formulation should be consistent with the TIP submittal and the program letter project description (ATTACHMENT R). If not, identify components that have changed as a result of the preliminary assessment and schematic design analysis.

A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS A / A1.

B. DESIGN PHASE SERVICES

This phase shall include activities required to accomplish a project design in accordance with the established Aeronautics letting schedule project design timeline and approved letting date determined at the pre-design meeting. Requests for time extensions beyond the previously agreed-to submittal deadline dates (as established in the Department's Letting Schedule, ATTACHMENT Q, and this Agreement) must be made to the Department in writing not less than 5 days prior to the due date of the submittal. The request for extension must be signed by a principal/officer of the Consultant's firm. Incomplete submittals will not be accepted.

Milestone submittals include the engineering report (at 35% design timeline), plan / spec review (at 80% design timeline) and final submittal of all deliverables (at 100% design timeline). A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS B / B1. Elements of this phase may include:

1. CONSTRUCTION PLANS, SPECIAL PROVISIONS AND ESTIMATES

   The Consultant shall prepare and furnish for Department review and comment construction plans, special provisions and construction Safety Plan (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction) at the 80% project design timeline with detailed estimate of costs, estimated DBE participation goal and working/calendar day flow chart, for the particular design authorized in this Agreement.

2. CLARIFICATION OF PLANS

   The Consultant shall render clarification of the construction plans and specifications, when and if such clarification is deemed necessary.

3. BIDDING ASSISTANCE

   The Consultant shall assist the Sponsor and/or Department in the bidding process, analyze and summarize bid results.

C. CONSTRUCTION PHASE SERVICES – Not included in this agreement

This phase shall include all basic services after the award. A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS C / C1.

1. OFFICE ENGINEERING

   a. SHOP DRAWINGS
      Review the detailed construction, shop and erection drawings submitted by the contractor(s) for compliance with design concepts.

   b. SUPPLEMENTARY SKETCHES
      Preparation of elementary and supplementary sketches plus estimates required to resolve actual field conditions.

   c. RECORD DRAWINGS
      The Consultant shall prepare Record Drawings within thirty (30) days after the official Notification from the Department of the Official Acceptance of the Construction Work; and after approval by the Department, furnish said Department with one (1) set of such record drawings. The submittal format shall be in accordance with the current policies of the Department.

   d. MATERIALS CERTIFICATION
      Prior to reporting a pay item quantity for payment, the materials used and incorporated in, or associated with the pay item, shall be verified for specification compliance by the Consultant. The Consultant shall obtain and review all certifications and/or test results required by the policies of the Department and the Department's *Manual for Documentation of Airport Materials*. At the completion of, or any time prior to the completion of the final quantity of a pay item, the Consultant shall submit the aforementioned material certifications and/or test results, that were utilized for acceptance of material, to the Department for review and final approval. Prior to final payment of engineering services under this agreement, the Consultant shall have submitted required certifications and test results to the Department, and the Consultant shall have signed the Department's MATERIALS CERTIFICATION FORM.

2. FIELD ENGINEERING

a. RESIDENT ENGINEER APPROVAL
The Consultant agrees to furnish the name and qualifications of the Resident Engineer in writing for approval of the participating agencies prior to the preconstruction conference that shall attend said preconstruction conference and shall perform the various professional engineering services required of the Resident Engineer in 2.b. thru 2.f. below and inspection of construction.

b. DAILY DIARY
The Resident Engineer shall maintain a daily diary. Copies shall be forwarded to the Department (ATTACHMENT F).

c. DUTIES OF RESIDENT ENGINEER
Furnish full time (unless part time is approved by the Sponsor and/or Department) Resident Engineering of construction including project inspection, field testing, and furnish surveying at the site of the work, whose duties shall include all reasonable, proper and customary duties as are usually and customarily furnished in connection with the general engineering of construction of such improvements, including but not limited to the following:

i. Performance of acceptance and quality assurance tests when required by Department policy and/or contract specification. Examples of these tests include but are not limited to: Testing concrete for slump and air content; testing concrete for strength; testing bituminous concrete pavement for density using the nuclear method and using the Bulk Specific Gravity Method. Obtaining representative samples of miscellaneous materials such as paint, geotextile fabric, joint sealer, epoxy, polyester resin, etc. for testing as necessary, and/or as directed by the Department; performance of field density tests of earthwork embankments, backfills and subgrade; field density tests of subbase and base courses, and moisture content tests on materials where applicable; and, laboratory proctor tests where applicable. Test Reports shall be submitted to the Department within three (3) working days of the date the test was conducted.

ii. Inspection/Measurement/Oversight of construction to determine that the work was completed in substantial conformance with the approved plans and specifications, and in compliance with the requirements set forth in the contract documents. All stop or start work orders shall be issued by the Department; the Resident Engineer shall recommend the orders. Document pay item quantities reported for pay in accordance with the latest revision of the Department's *Airport Construction Documentation Manual.*

iii. Preparation and forwarding to the Department of periodic project reports required by the Department. Bi-weekly construction reports will be submitted to the Department, within three (3) calendar days of the end of the contractor's work week.

iv. To obtain and review for specification compliance, material certifications and/or test results for all materials prior to their use in the construction.

v. To reject for inclusion in the project, any materials that are delivered without certification and/or test results, or materials delivered with certification that has been found to be in noncompliance, or any defect found through visual inspection which renders the material unsuitable for inclusion in the project. The Department shall be notified when any rejections are made. Materials that are delivered without certification and/or test results may be stockpiled or

stored in a manner acceptable to the Resident Engineer until such time as the certification and/or test result arrive and are reviewed and accepted by the Resident Engineer.

vi. Preparation of Reports required per the Sponsor's NPDES permit while providing on-site services, retaining all support documentation.

vii. Participate in audits performed to determine that the project is proceeding accordingly per the plans and specifications and adhering to AIP grant requirements.

d. FINAL INSPECTION
Initiate a request, upon substantial completion of all construction work, for a final inspection by the Department. When necessary, a punch list of uncompleted items and electrical checklist (if applicable) on the project shall be established at the final inspection. Submit a final acceptance letter (punch list complete) which shall certify to the Department and the Sponsor that, to the best of the Consultant's knowledge, information and belief, the work involved has been done in substantial conformance with the plans, specifications, and Contract Document, as the same shall have been modified, or supplemented by change order, supplementary contract or otherwise, and that such work is acceptable.

e. SAFEGUARD THE SPONSOR
Endeavor to safeguard the Sponsor against any defects and deficiencies on the part of the Contractor. The Resident Engineer does not guarantee the performance of the contract by the Contractor, except that the Resident Engineer shall ensure that, to the best of the Resident Engineer's knowledge, information and belief, the work has been done in substantial conformance with the approved plans and specifications and advise the Sponsor and/or the Department in writing of any known noncompliance set forth in the contract. This does not in any way mean that the Resident Engineer is a guarantor of the Contractor's work. The Resident Engineer assumes no responsibility for safety in, on or about the job site, nor shall the Resident Engineer have any responsibility for the safety or adequacy of any equipment, building component, scaffolding, forms or other work aids provided by the contractor; nor is the Resident Engineer responsible for the superintendence of the contractor's work or any acts of the contractor.

f. OTHER ENGINEERING SERVICES
Furnish other Engineering Services which may be required by the Sponsor, including surveys. sub-surface investigations, sampling, testing, and analysis of soils, offsite inspection of materials, laboratory testing, and inspection and control at central mixing plants. Where tests must be conducted by commercial laboratories, only those laboratories approved by the Department will be utilized. If any of these services are conducted by outside firms, the Resident Engineer shall submit copies of the executed contract for such services as specified in Section III.B., of this Agreement. The charges for such services shall be specified in the contract and will remain in effect until completion of the services and acceptance by the Consultant. Certified copies of the results of all tests required by the Department under this paragraph are to be mailed to the Department within five (5) calendar days after the tests are completed.

g. FINAL QUANTITIES
Final quantities associated with the accepted construction work shall be submitted to the Department within thirty (30) days after final acceptance of the construction work.

D. PLANNING AND SPECIAL SERVICES

This phase may involve activities or studies unrelated to or outside of the scope of basic design and construction phase engineering services routinely performed by the Consultant. Those activities may include master plan and airport layout plan development, environmental studies and assessments, PCI surveys, FWD testing (when used to evaluate pavement as part of a publication revision), first-order NGS monument surveys, boundary surveys, aeronautical surveys, photogrammetric surveys and topographic mapping, preparation of property ownership plats and easements, appraisal and land acquisition services, benefit / cost analysis studies, RSA determination studies, drainage studies and analyses, FEMA/FIRM map revisions and GIS updates. A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS D / D1.

E. ENDORSEMENT OF DOCUMENTS

The Consultant will endorse and seal all final draft reports, contract plans, maps, right of way plats, and special provisions for construction contract documents. Such endorsements must be made by a person, duly licensed or registered in the appropriate category by the Department of Financial and Professional Regulation of the state of Illinois, being employed by the Consultant and responsible for the portion of the services for which license registration is required. These sealed documents will serve as the record documents for the services covered by the terms of the Agreement.

F. DELIVERABLES

At a minimum, the Consultant shall provide the Department (copy Sponsor upon request) the following deliverables:

1. Final project estimate of costs complete w/ professional services fees and sponsor reimbursement estimates.
2. DBE participation goal and breakout of DBE work.
3. QA verification of ELM Engineers Estimate for Schedule of Prices.
4. Calendar day estimate of construction and detailed breakout of critical work items and associated production rates.
5. One set of final construction plans (half-size) and special provisions – sealed by the Consultant and executed by the Sponsor.
6. One copy of the construction Safety Plan (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction).
7. Original executed Consultant Project Certification (ATTACHMENT N).
8. Executed DBE Final Documentation (ATTACHMENT O).
9. Electronic copy/access of all information (via CD, electronic submittal or ftp site).

G. NOTICE-TO-PROCEED (NTP)

The Consultant shall not commence any phase of the work until the "official notice-to-proceed" (NTP) has been issued in writing either by the Sponsor or Department (via Office of Planning and Programming).

Services to be performed by the Consultant under this Agreement shall become eligible for funding participation consideration as of the date of the written NTP. The execution date of the consultant retainer agreement or the execution date of a consultant agreement for a single project after consultant selection if not included within the retainer agreement, shall constitute the NTP. The Consultant shall schedule a project phase kick-off meeting (pre-design, pre-construction, etc) with the Sponsor and the Department at the earliest possible convenience upon the Sponsor's receipt of this letter.

For projects not covered by a program letter or with program letter pending, the Sponsor is fully liable for all costs incurred as a result of such authorization pending future reimbursement once the project is programmed and a program letter is issued. The Sponsor/Consultant is required to schedule a project phase kick-off meeting (pre-design, pre-construction, etc) with the Sponsor and the Department at the earliest possible convenience.

A copy of the program letter shall be included as ATTACHMENT R of this Agreement.

In the absence of a written, dated notice-to-proceed, the execution date of this Agreement shall be used to determine the eligibility of service dates.

The Sponsor and the Department are not liable, and shall not authorize payment to the Consultant, for any services performed prior to the date of notice to proceed or the execution of this Agreement (whichever takes precedent). All effort, regardless of the notice-to-proceed authorization, is subject to review and eligibility funding determination.

H. DETAILED SCOPE OF SERVICES

Under this agreement the Engineer will provide design phase services as provided for herein. The proposed project will include the design phase services for the **Resurface Runway 2/20.**

The design phase engineering effort contained within this agreement has been based on the following additional scope related parameters, understanding of proposed improvements and anticipated level of effort:

I. General
   a. The project schedule is based on the anticipation that the project will be placed on an IDOT letting no later than July 31, 2020. As such, all engineering effort is expected to be completed by the letting date and no additional effort will be required on the project after the anticipated award date.

II. Topographic Survey and Data Gathering
   a. Horizontal and vertical control will be established and extended as necessary to complete the area survey. The horizontal datum used will be the Illinois State Plane Coordinate System of the North American Datum of 1983 (NAD83). This control will be established utilizing GPS and conventional ground surveys as needed. Vertical elevations will reference the North American Vertical Datum of 1988 (NAVD88).
   b. The topographic survey will show the existing site conditions including pavement areas and types. The pavement area within the project limits will be cross-sectioned at approximately 50 foot intervals. Additional elevation data will be gathered but limited to areas adjacent to the edge of pavement.
   c. Geotechnical Investigation will be completed to determine exiting pavement structure and soil conditions. CBR, Modified Proctor, Atterberg limits and organic content testing will be completed.

III. Project Improvements
   a. Evaluation of the existing pavement structure along with soil conditions, existing airport fleet mix (as provided by the airport), forecasted fleet mix and existing operations/growth for the determination of pavement structural deficiencies.
   b. The runway rehabilitation area is anticipated to be approximately 7100' x 100' including the transition to the connecting taxiway pavements and Runway 9/27. These transitions shall extend to the respective hold lines to minimize future runway closures for pavement maintenance.
   c. The design is limited to evaluation and rehabilitation of the existing Runway 2/20 configuration and geometry. No effort is expected or anticipated to be necessary to evaluate or design changes to the existing connecting taxiway's horizontal geometry. Proposed

connecting taxiway profiles will be evaluated and designed to accommodate the rehabilitated runway pavement sections.

d. The design will evaluate and rehabilitate the runway longitudinal and transverse slopes and grading. Efforts will be made to remediate deficiencies to accommodate FAA criteria and positive drainage characteristics.
e. Existing airfield light fixture adjustments may be necessary pending the scope of pavement improvements.
f. Existing drainage structure adjustments may be necessary pending the scope of the pavement improvements.
g. Remarking of runway and taxiway pavement markings along with runway holdline markings for the project will be designed in accordance with the latest version of the FAA's Advisory Circular, 150/5340-1, Standards for Airport Markings.
h. Shoulder adjustment, erosion control and landscaping will be designed as necessary.

IV. Special Services
   a. NEPA Clearance and preparation of Environmental Review
   b. Airspace submittal

The anticipated effort and estimated manhours for each Task is defined within Attachments B, B-1, B-2, B-3, D, D-1, D-2 and D-3 contained within this contract.

II. CONSULTANT COMPENSATION

The Sponsor agrees to pay the Consultant as compensation for rendering the professional services hereinabove described and submitted using the standard Department invoice forms (ATTACHMENTS G & H). Burden and overhead rates entered into this Agreement shall be in effect for the length of the agreement and will not be adjusted, except as may be determined under an audit of costs by the Auditor General or the Department. The rates used in this Agreement shall be the latest audited or provisional approved rates by IDOT as of the date of execution of this Agreement (approval letter must be attached). Should the rate change in the time between the final approval notification of fees and the execution of this Agreement, hours will be adjusted accordingly so that there is no increase in the final approved not-to-exceed amount.

Any professional services effort performed beyond the not-to-exceed limits expressed below, and for which a future amendment will be sought, will be performed under all Agreement provisions as the original contracted work. The dollar value of such effort is not considered approved for payment until review and approval by the Department.

A. PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN – Compensation Included in Paragraph II.B

For services outlined in Section I.A., Preliminary Assessment and Schematic Design, and further detailed in Section I.H., Detailed Scope of Services,

1. a lump sum payment of $_____**N/A**_____ (representing approximately 35% of the total estimated professional services compensation for design phase services as determined from the TIP request). The fee shall be paid as a lump sum when the preliminary assessment and schematic design phase deliverables (outlined in Section I.A.) are approved and accepted by the Department.

B. DESIGN PHASE SERVICES

For services outlined in Section I.B., Design Phase Services, and further detailed in Section I.H., Detailed Scope of Services,

1. a cost plus a fixed payment of $ _____**18,930.00**_____

total amount not to exceed $ **155,800.00** unless a major change or addition to the scope of services is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The payment of this fee shall be made in monthly installments submitted by the Consultant and approved by the Department. The final charges shall be submitted after the Design Phase Services have been performed, approved and all deliverables accepted by the Department in accordance with the guidance outlined in Section I.F. This period of time expires 30 days after award of the construction contract. Any submittal after this time shall not be considered eligible for payment / reimbursement by the Department unless extended by the Department.

2. a lump sum payment of $ **N/A** unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The fee shall be paid as a lump sum when the design phase deliverables (outlined in Section I.F.) are approved and accepted by the Department.

C. CONSTRUCTION PHASE SERVICES – Not included in this Agreement

For services outlined in Section I.C., Construction Phase Services, and further detailed in Section I.H, Detailed Scope of Services,

1. a cost plus a fixed payment of $ **N/A**

   total amount not to exceed $ **N/A** unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The payment of this fee shall be made in monthly installments submitted to and approved by the Sponsor (and/or Department if applicable). The final charges shall be as soon as possible after official notification from the Consultant of the acceptance of the construction work. A time line will be submitted at each billing cycle after 50% which will indicate a projection of the completed engineering fee vs. the contractor's progress.

   If more than one contract exists for the project, the monthly invoices submitted by the Consultant shall detail the amounts of work accomplished under each separate contract. The invoices shall also indicate the dates that the services were performed. If these services are furnished by the Consultant by obtaining such services outside the Consultant's organization, the Consultant shall be reimbursed at his actual cost for obtaining these services. However, the total payment to the Consultant shall be within the "not to exceed" amount as previously stated unless an amendment to this agreement is approved by the Sponsor (and/or Department if applicable).

D. PLANNING AND SPECIAL SERVICES

For services outlined in Section I.D., Planning and Special Services, and further detailed in Section I.H., Detailed Scope of Services,

1. a cost plus a fixed payment of $ **600.00**

   total amount not to exceed $ **4,500.00** unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved

under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The payment of this fee shall be made in monthly installments submitted to and approved by the Sponsor. The final charges for the Special Services Phase shall be submitted within forty-five (45) days after official notification from the Consultant of the acceptance of the construction work or within 45 days after official notification from the Department of acceptance of other non-construction projects unless extended by the Department.

2. a lump sum payment of $_____**N/A**_____unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The fee shall be paid as a lump sum when the deliverables are approved and accepted by the Department.

III. SPECIAL CONDITIONS

The Consultant shall render the services in accordance with generally accepted Professional Standards.

A. TERMINATION

(Reference: 49 CFR Part 18.36(i)(2); FAA Order 5100.38)

The Sponsor, by written seven (7) day notice, may terminate this agreement in whole or in part at any time, because of the failure of the other party to fulfill his agreement obligations. Upon receipt of such notice, the Consultant shall: (1) immediately discontinue all services affected (unless the notice directs otherwise), and (2) deliver to the Sponsor all data, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by the Consultant in performing this agreement whether completed or in process.

1. If the termination is due to the failure of the Consultant to fulfill his agreement obligations, the Sponsor may take over the work and prosecute the same to completion by agreement or otherwise. In such case, the Consultant shall be liable to the Sponsor for any additional cost occasioned to the Sponsor thereby.

2. If, after notice of termination for failure to fulfill agreement obligations, it is determined that the Consultant had not so failed, the termination shall be deemed to have been effected for the convenience of the Sponsor.

3. It is hereby understood and agreed that should the agreement be terminated, the Consultant shall be entitled to and shall receive a fee based on the amount of work accomplished and approved by the Department up to the day of notification of termination. The fee shall be equal to the sum of the actual number of man-hours of each category of work applied at a negotiated hourly rate, plus any outside services approved by the participating agencies and accomplished prior to the notification. If terminated under Section III.HH., Breach of Contract Terms, the Consultant will not be entitled to profit on the work accomplished.

B. CHANGE IN CONSTRUCTION PLANS

It is hereby understood and agreed that if the construction plans are completed in accordance with criteria and/or decisions made by the Sponsor (and/or the Department if applicable), and approved by the Department, and said construction plans are substantially changed or revised, for any reason other than the fault of the Consultant in preparing same, then the Consultant

shall be entitled to compensation for rendering the services necessary to complete the changes. The amount of this fee shall be negotiated between the Sponsor, Consultant and the Department, and approved by the Department, and an amendment to the agreement should be accomplished prior to authorizing the Consultant to proceed with the changes. The fee shall be due and payable when the revisions are approved by the Sponsor and the Department.

It is the Consultants responsibility to notify the Department as soon as possible when changes/revisions are identified that are beyond the scope of services contemplated under this Agreement.

C. HOLD HARMLESS

The Consultant shall be responsible to pay for all labor, material and equipment costs incurred and for any and all damages to property or persons to the proportionate extent arising out of the negligent performance of services under this agreement and shall indemnify and save harmless the Sponsor, (and/or the Department if applicable), their officers, agents and employees from all third party suits, claims, actions or damages of any nature whatsoever to the proportionate extent resulting there from. These indemnities shall not be limited by the listing of any insurance coverage. If any errors, negligent acts and/or omissions are made by the Consultant in any phase of the work under this agreement, the correction of which may require additional field or office work, the Consultant will be promptly notified and will be required to perform such additional services as may be necessary to correct these errors, negligent acts and/or omissions without undue delay and without additional cost to the Sponsor (and/or the Department if applicable). The Consultant shall be responsible for any damages incurred as a result of his errors, negligent acts and/or omissions and for any losses or cost to repair or remedy construction as a result of his errors, omission and/or negligent acts, to the extent such error, omission or negligent act breeches the Professional Standard of care. The Consultant shall not be responsible for any consequential damages of the Sponsor or the Department. Neither the Consultant, nor the Sponsor, nor the Department shall be obligated for the other parties' negligence or for the negligence of others.

D. DRAWING OWNERSHIP

It is further mutually agreed by the parties hereto that reproducible copies of the drawings, computer disks, tracings, construction plans, specifications and maps prepared or obtained under the terms of the contract shall be delivered to and become the property of the Sponsor and basic survey notes and sketches, charts, computations and other data shall be made available upon request of the Sponsor. If any information is used by the Sponsor or another Consultant such use or reuse by the Sponsor or others shall be at the sole risk and without liability or legal exposure to the Consultant.

E. CONTRACT FOR OUTSIDE SERVICES

If any of the services outlined in Section I. are furnished by the Consultant by obtaining such services outside the Consultant's organization, the Consultant shall provide an executed contract between the person(s) or firm and the Consultant outlining the services to be performed and the charges for the same. Two (2) copies of the executed contract shall be submitted to the participating agencies for approval prior to the services being performed; all covenants and Special Conditions shall be included and binding on all subcontracts.

F. FORMERLY NOTICE TO PROCEED (See Section I.G.)

G. SUBLET AGREEMENT

Each party binds himself, his partners, successors, executors, administrators and assigns, to the other part of this agreement and to the partners, successors, executors, administrators and assigns for such other party at all covenants of this Agreement.

Except as above, neither the Sponsor nor the Consultant shall assign, sublet or transfer his interest in this agreement without the written consent of the other party hereto.

H. AGREEMENT EXPIRES

This agreement expires upon final approval and acceptance of the completed project(s) by the Sponsor (and/or Department as applicable), and after all final engineering charges have been paid to the Consultant as of the date of project close-out or after five years from the date of execution, whichever comes first. Payment liability by the State is as outlined above (see Section I.G., Notice to Proceed and Section II., Consultant Compensation).

I. EQUAL EMPLOYMENT OPPORTUNITY

(Reference: 49 CFR Part 21; FAA AC 150/5100-15A or latest revision)

The Consultant agrees to conduct the services in compliance with all the requirements imposed by or pursuant to Title VI of the Civil Rights Act of 1964, Part 21 of the Regulations of the Secretary of Transportation, and Executive Order No. 11246, "Equal Employment Opportunity," as amended.

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

1. Compliance with Regulations. The Consultant shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The Consultant, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subconsultants, including procurements of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including, Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subconsultant or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports. The Consultant shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event the Consultant's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as may determine to be appropriate, including, but not limited to:

a. withholding of payments to the Consultant under the contract until the Consultant complies, and/or

b. cancellation, termination, or suspension of the contract, in whole or in part.

Incorporation of Provisions. The Consultant shall include the provisions of paragraphs 1 through 5 (above) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The Consultant shall take such action with respect to any subcontract or procurement as the sponsor may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event an Consultant becomes involved in, or is threatened with, litigation with a subconsultant or supplier as a result of such direction, the Consultant may request the sponsor and/or Department to enter into such litigation to protect the interests of the sponsor and, in addition, the Consultant.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) ASSURANCES

1. Policy. It is the policy of the Department of Transportation (DOT) that disadvantaged business enterprises as 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 Federal funds under this agreement. Consequently, the DBE requirements of 49 CFR Part 23 applies to this agreement.

2. DBE Obligation. The Consultant agrees to ensure that disadvantaged business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. In this regard, all Consultants shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that disadvantaged business enterprises have the maximum opportunity to compete for and perform contracts. Consultants shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.

J. OPEN ACCESS TO DOCUMENTS
(Reference: 49 CFR Part 18.36(i); FAA Order 5100.38)
(Public Act 90-0572 Section 20-65; Public Act 87-991)

The Consultant shall maintain, for a minimum of 5 years after the completion of the contract, adequate books, records, and supporting documents to verify the amounts, recipients, and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records, and supporting documents related to the contract shall be available for review and audit by the Auditor General; and the Consultant agrees to cooperate fully with any audit conducted by the Auditor General and to provide full access to all relevant materials. Failure to maintain the books, records, and supporting documents required by this Section shall establish a presumption in favor of the State for the recovery of any funds paid by the State under the contract for which adequate books, records, and supporting documentation are not available to support their purported disbursement.

K. CERTIFICATION OF CAPACITY TO CONTRACT
(Public Act 90-0572, Section 50-13)

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 of State government, or who is an officer or employee of the Illinois Building Authority or the Illinois Toll Highway Authority, or who is the wife, husband 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 for any services, materials or supplies, which 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

Illinois Building Authority or the Illinois Toll Highway Authority. Payments made for a public aid recipient are not payments pursuant to a contract with the State within the meaning of this Section.

It is unlawful for any firm, partnership, association or corporation in which any such person is entitled to receive more than 7 1/2% of the total distributable income to have or acquire any such contract or direct pecuniary interest therein.

It is unlawful for any firm, partnership, association or corporation in which any such person together with his spouse or minor children is entitled to receive more than 15%, in the aggregate, of the total distributable income to have or acquire any such contract or direct pecuniary interest therein.

Nothing in this Section invalidates the provisions of any bond or other security hereto or hereafter offered for sale or sold by or for the State of Illinois.

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 spouse, minor child or any combination of such persons, if that contract was in existence before his election or employment as such officer, member, or employee. Such a contract is void, however, if it cannot be completed within 6 months after such officer, member, or employee takes office, or is employed.

This Section does not apply to (1) a contract for personal services as a teacher or school administrator between a member of the General Assembly or his spouse, or a State officer or employee or his or her spouse, and any school district, public community, college district, the University of Illinois, Southern Illinois University or any institution under the control of the Board of Governors of State Colleges and Universities or under the control of the Board of Regents or (2) a contract for personal service of a wholly ministerial character including but not limited to services as a laborer, clerk, typist, stenographer, page, bookkeeper, receptionist or telephone switchboard operator, made by a spouse or minor child of an elective or appointive State officer or employee or of a member of the General Assembly or (3) payments made to a member of the General Assembly, a State officer or employee, his or her spouse or minor child acting as a foster parent, homemaker, advocate, or volunteer for or in behalf of a child or family served by the Department of Children and Family Services.

Any person convicted of a violation of this Section shall be guilty of a business offense and shall be fined not less than $1,000 nor more than $5,000.

The appropriate Certification of Capacity to Contract will be executed in Section III.X., of this agreement.

L. THE CONSULTANT SELECTION

(Reference: 49 CFR Part 18; FAA AC 5100-14D or latest revision)
(30 ILCS 535; IDOT-Aeronautics Administrative Bulletin: 2010-02)

The City of DeKalb hereby certifies that it
(Sponsor)
has completed the prescribed qualifications based consultant selection procedures.

The firm of (Crawford, Murphy and Tilly, Inc.) of (Springfield, IL) has
(Consultant) (Location)
been selected to provide the engineering services required for the project on:

July 10, 2017
(Date)

A copy of the executed Retainer Agreement identifying the project covered by this Agreement is included as ATTACHMENT U.

M. AMENDMENTS TO THE AGREEMENT

All effort recorded to document a claim for additional compensation must be delineated separately from the original scope of services with personnel, classifications, dates worked, rates, hours and services thoroughly detailed and clearly identified.

The Department shall be notified of potential amendment requests at the earliest possible opportunity once it has been determined that any of the following three circumstances may exist. Any amendments to the Agreement which increases the fee or the time of performance must contain one of the following written determinations (with support documentation) depending upon the circumstances of the change.

1. The undersigned determine that the circumstances which necessitate this change were not reasonably foreseeable at the time the contract was signed.

2. The undersigned determine that the circumstances which necessitate this change were not within the contemplation of the contract as signed.

3. The undersigned determine that this change is in the best interest of the state of Illinois and is authorized by law.

_____ Date

_____ Sign Name

_____ Print Name

_____ Title

Any professional services effort performed beyond the not-to-exceed limits expressed in Section II. Consultant Compensation, and for which a future amendment will be sought, will be performed under all Agreement provisions as the original contracted work. The dollar value of such effort is not considered approved for payment until review and approval by the Department.

N. CERTIFICATION OF CONSULTANT

(Public Act 90-0572 Section 50-5)

I hereby certify that I am the Senior Vice President & COO (title) and duly

authorized representative of the firm Crawford, Murphy & Tilly, Inc.,

whose address is 2750 West Washington Street, Springfield, IL 62702, and that neither I nor the above firm I here represent has:

1. employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant) to solicit or secure this Agreement,

2. agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the Agreement, or

3. paid or agreed to pay to any firm, organization, or person (other than a bona fide employee working solely for me or the above Consultant) any fee, contribution, donation, or

consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any):

The firm certifies by execution:

1. it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois, nor has the firm made an admission of guilt of such conduct which is a matter of record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm, nor has the firm been barred from being awarded a contract or subcontract.
2. it has not been barred from contracting with a unit of state or local government as a result of a violation of the Criminal Code of 1961.

I acknowledge that this certification is to be furnished to the Federal Aviation Administration of the United States' Department of Transportation in connection with this contract involving participation of Airport Improvement Program (AIP) funds and is subject to applicable state and Federal laws, both criminal and civil.

September 28, 2020
Date

Sign Name

Brian R. Welker, P.E.
Print Name

Senior Vice President & COO
Title

O. FEDERAL TAXPAYER IDENTIFICATION NUMBER

The following statement is made under penalty of perjury:

"The Firm's correct Federal Taxpayer Identification Number is 37-0844662
. (I am) (This firm is) doing business as a (please check one):

____ Individual _____ Partnership __X__ Corporation

P. DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

(Reference: 49 CFR Part 26)

Contract Assurance (§26.13) - The Consultant or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Consultant shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the Consultant 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.

In keeping with the DBE plan adopted by the Sponsor, the Consultant shall take all necessary and reasonable steps to attain DBE participation in this contract.

The work for each subconsultant should be listed separately. If the subconsultant is being utilized to meet the project DBE goal, they must be prequalified in that category and certified as a DBE in that category. Please indicate that they are certified in that category. The certification list is available on the Department's website on the "Doing Business" menu under Small Business Enterprises and IL UCP directory http://www.dot.il.gov/ucp/ucp.html#DBE

Directory. The percent of work is computed based on the individual subconsultant's work effort in each category

Firm Name: N/A

Subcontract Amount ($): N/A

Prequalification Category	% of Work	DBE Certification

If more than one subconsultant is being used, attach additional sheets.

NOTE: All final payment requests shall include a completed ATTACHMENT O - DBE Final Documentation or the complete information on the Consultant's format.

Q. DISCRIMINATION
(Reference: 49 CFR Part 21; FAA AC 150/5100-15A or latest revision)
(Executive Order 11246 of September 24, 1965; 41 CFR Part 60)

The Consultant agrees not to commit unlawful discrimination in employment in Illinois and further agrees to take affirmative action to ensure that no unlawful discrimination is committed.

R. DUES/FEES TO CLUBS WHICH DISCRIMINATE
(775 ILCS 25/2 Source: P.A. 85-909)

The Consultant of the business entity certifies that it is not prohibited from selling goods or services to the State of Illinois because it pays dues or fees on behalf of its employees or agent or subsidizes or otherwise reimburses them for payment of their dues or fees to any club which unlawfully discriminates.

S. CONFLICT OF INTEREST
(Public Act 90-0572 Section 50-13)

The Consultant agrees to comply with the provision of the Illinois Public Act prohibiting conflict of interest and all the terms, conditions and provisions of those Sections apply to this contract and are made a part of this contract the same as though they were incorporated and included herein.

T. FELONY CONVICTION
(Public Act 90-5072 Section 50-10)

The Consultant certifies that if he/she or the business entity has been convicted of a felony, at least five years has passed since the completion of the sentence as of the contract date.

U. ILLINOIS HUMAN RIGHTS NUMBER

The Consultant must have an Illinois Department of Human Rights prequalification number, or have an application on file with the Illinois Department of Human Rights office at the State of Illinois Center, Suite 10-100, 100 West Randolph, Chicago, Illinois 60601 (refer to Department of Human Rights form).

(#IDHR PC-1/IL 442-0010). IDHR # 93788-00.

V. EDUCATIONAL LOAN DEFAULT
(5 ILCS 385).

The Consultant certifies that, if this agreement is with an individual or individuals, that he/she is not in default on an educational loan.

W. DRUG FREE WORKPLACE
(30 ILCS 580).

If the Consultant has 25 or more employees, the following certification shall apply and, by signing this document, the Consultant certifies as follows:

1. The Consultant certifies that he will provide a drug free workplace in compliance with the Drug Free Workplace Act ("Act"). Specifically, Consultant certifies he will do the following:

    a. Publish a statement:
        i. Notifying employees that the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance, including cannabis, is prohibited in the Consultants workplace.
        ii. Specifying the actions that will be taken against employees for violations of such prohibition.
        iii. Notifying the employee that, as a condition of employment on this agreement, the employee will:
            1) abide by the terms of the statement; and
            2) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than 5 days after such conviction.
    b. Establish a drug free awareness program to inform employees about:
        i. the dangers of drug abuse in the workplace;
        ii. the Consultant policy of maintaining a drug free workplace;
        iii. any available drug counseling, rehabilitation, and employee assistance programs; and
        iv. the penalties that may be imposed upon employees for drug violations.
    c. Give a copy of the statement described above to each employee engaged in the performance of the contract and post the statement in a prominent place in the workplace.
    d. Notify the State within 10 days after receiving notice under part (a)(3)(B) above from an employee or otherwise receiving actual notice of such conviction.
    e. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program by, any employee who is so convicted, as required by §5 of the Act.
    f. Assist employees in selecting a course of action in the event drug counseling, treatment, and rehabilitation is required and indicate that a trained referral team is in place.
    g. Make a good faith effort to continue to maintain a drug free workplace through implementation of §3 of the Act.

If an individual, the Consultant further certifies that he will not engage in the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance in the performance of the agreement.

X. CAPACITY TO CONTRACT
(Public Act 90-0572)

The Consultant certifies that the Corporation's certificate of Authority to do business in Illinois, is in good standing with the Secretary of State's Office.

CERTIFICATION OF CAPACITY TO CONTRACT

Public Act 90-0572 prohibits certain persons and entities from having or acquiring any contract with the State of Illinois and from having or acquiring any direct pecuniary interests in any contract with the State of Illinois, whether for materials, services, supplies, printing or stationery. This prohibition does not extend to certain contracts for personal services of a ministerial nature as provided for in the Act.

(Corporation)

The undersigned, being a duly authorized representatives of Crawford, Murphy and Tilly, Inc., a corporation, hereby certify that they have read Public Act 90-0572 Section 50-13 and that they have checked the records of the corporation and that no person who is entitled to receive individually more than 7 1/2% of the total distributable income of the corporation, or together with their spouse or minor child more than 15% of the total distributable income of the corporation, is (i) an elected State official, a member of the General Assembly, an appointed State officer, a State employee; (ii) an officer or employee of the Illinois Toll Highway Authority or of the Illinois Building Authority; or (iii) a spouse or a minor child of any such enumerated person.

28th day of September, AD, 2020

Crawford, Murphy & Tilly, Inc.
Corporation

BY _____

Douglas J. Klonowski, PE, Office Manager
Printed Name & Title

BY _____

Brian R. Welker, PE, Sr Vice President & COO
Printed Name & Title

CERTIFICATION OF CAPACITY TO CONTRACT

Public Act 90-0572 prohibits certain persons and entities from having or acquiring any contract with the State of Illinois and from having or acquiring any direct pecuniary interests in any contract with the State of Illinois, whether for materials, services, supplies, printing or stationery. This prohibition does not extend to certain contracts for personal services of a ministerial nature as provided for in the Act.

(Partnerships and Non-Corporate Firms and Associations)

The undersigned, being each and every one of the partners/members/associates/(other) of

N/A, hereby certify on behalf of themselves individually, that they have read Public Act 90-0572 Section 50-13 and that (i) they are not an elected State official, a member of the General Assembly, an appointed State officer, a State employee; an officer or employee of the Illinois Toll Highway Authority or of the Illinois Building Authority; nor a spouse or minor child of any such enumerated person; or (ii) that they are such an enumerated person but that they are not entitled to receive individually more than 7 1/2% of the total distributable income of the partnership/firm/association, or together with their spouse or a minor child more than 15% of the total distributable income of the partnership/firm/association.

_____day of_____, AD, 20_____

BY _____ BY _____

_____ _____

Printed Name & Title Printed Name & Title

d/b/a _____

(Name)

CERTIFICATION OF CAPACITY TO CONTRACT

Public Act 90-0572 prohibits certain persons and entities from having or acquiring any contract with the State of Illinois and from having or acquiring any direct pecuniary interests in any contract with the State of Illinois, whether for materials, services, supplies, printing or stationery. This prohibition does not extend to certain contracts for personal services of a ministerial nature as provided for in the Act.

(Individual Consultants)

I, **N/A**
(Name)

hereby certify that I have read Public Act 90-0572 Section 50-13 and I further certify (i) that I am not an elected State official, a member of the General Assembly, an appointed State officer, a State employee; (ii) that I am not an officer or employee of the Illinois Toll Highway Authority or of the Illinois Building Authority; and (iii) that I am not a spouse or a minor child of any such official, member, officer or employee.

___day of_____, AD, 20_____

BY _____

_____
Printed Name & Title

d/b/a _____
(Name)

Y. CERTIFICATION REGARDING LOBBYING

(Reference: 49 CFR Part 20, Appendix A)

Certification for Contracts, Grants, Loans and Cooperative Agreements.

The Consultant certifies compliance with Section 319 of Public Law 101-102 and to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the 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 sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

   This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, US 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.

Z. INTERNATIONAL BOYCOTT

(Applicable to contracts in excess of $10,000):

The Consultant certifies that neither it 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. The Consultant makes the certification set forth in Section 5 of the International Anti-Boycott Certification Act.

AA. NON-APPROPRIATION CLAUSE

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 payment of this Agreement.

BB. DEBT CERTIFICATION

The Consultant certifies that it, or any affiliate, is not barred from being awarded a contract under 30 ILCS 500/50-11 and 50-12. The Consultant further acknowledges that the contracting State agency may declare the contract void if the preceding 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.

CC. GOODS FROM CHILD LABOR ACT

The Consultant certifies in accordance with Public Act 94-0264 tha1 no foreign made equipment, materials, or supplies furnished to the State under the contract have been produced in whole or in part by the labor of any child under the age of 12.

DD. QUALIFICATION BASED SELECTION ACT

(Reference: 49 CFR Part 18.36; FAA Order 5100.38; FAA AC 150/5100-14 (latest))

The parties hereby certify that there was compliance with the provisions of the State of Illinois' Architectural, Engineering and Land Surveying Qualifications Based Selection Act, Chapter 30 ILCS 535 in the procurement of the services covered by this Agreement.

EE. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

(Reference: 49 CFR Part 29; FAA Order 5100.38)

The Consultant certifies, by submission of this proposal or acceptance of this contract, 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. It further agrees by submitting this Agreement that it will include this clause without modification in all lower tier transactions, solicitations, proposals, contracts, and subcontracts. Where the Consultant or any lower tier participant is unable to certify to this statement, it shall attach an explanation to this solicitation/proposal.

FF. RIGHTS TO INVENTIONS

(Reference: 49 CFR Part 18.36(i)(8); FAA Order 5100.38)

All rights to inventions and materials generated under this contract are subject to regulations issued by the FAA and the Sponsor of the Federal grant under which this contract is executed.

GG. TRADE RESTRICTION CLAUSE

(Reference: 49 CFR Part 30.13; FAA Order 5100.38)

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

1. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative (USTR);

2. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country 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;

3. 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 Consultant or subconsultant who is unable to certify to the above. If the Consultant knowingly procures or subcontracts for the supply of any product or service of a foreign country on 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 Consultant 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 Consultant may rely on the certification of a prospective subconsultant unless it has knowledge that the certification is erroneous.

The Consultant shall provide immediate written notice to the sponsor if the Consultant learns that its certification or that of a subconsultant was erroneous when submitted or has become erroneous by reason of changed circumstances. The subconsultant agrees to provide 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 Consultant or subconsultant knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the 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 a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

HH. BREACH OF CONTRACT TERMS

(Reference: 49 CFR Part 18.36)

Any violation or breach of terms of this contract on the part of the Consultant or their subconsultants may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement. The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law.

Policies and procedures for procurement of professional services are established in Federal Regulation Title 49 CFR Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements. The Airport and Airway Improvement Act (AAIA) of 1982, as amended, serves as the enabling legislation. The parties agree that these policies and procedures have been followed.

IN WITNESS WHEREOF, the parties hereto have affixed their hand and seals at

DeKalb (city), Illinois, this **September 28** (date), 20**20** (year).

ATTEST:

(SEAL)

CITY OF DEKALB STATE OF ILLINOIS

City of DeKalb
(Sponsor Name)

36-6005843
(Federal Employee's Identification Number)

BY _____

Ruth A. Scott, Executive Assistant
Printed Name & Title

BY _____

Jerry Smith, Mayor
Printed Name & Title

ATTEST:

(SEAL)

CRAWFORD, MURPHY & TILLY, INC. CORPORATE SEAL 1963 DELAWARE

CRAWFORD, MURPHY & TILLY, INC.
(Consultant Name)

37-0844662
(Federal Employee's Identification Number)

BY _____

Douglas J. Klonowski, PE Office Manager
Printed Name & Title

BY _____

Brian R. Welker, PE, Sr. Vice President & COO
Printed Name & Title

LIST OF ATTACHMENTS

ATTACHMENT A / A1 –	**PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN PHASE SERVICES** ESTIMATE OF COSTS / SALARY EXPENSES
ATTACHMENT B / B1 –	**DESIGN PHASE SERVICES** ESTIMATE OF COSTS / SALARY EXPENSES
ATTACHMENT C / C1 –	**CONSTRUCTION PHASE SERVICES** ESTIMATE OF COSTS / SALARY EXPENSES
ATTACHMENT D / D1 –	**PLANNING AND SPECIAL SERVICES** ESTIMATE OF COSTS / SALARY EXPENSES
ATTACHMENT E –	**ENGINEERING REPORT (General Guidance)**
ATTACHMENT F –	**RESIDENT ENGINEER'S DIARY (Standard Format)**
ATTACHMENT G –	**COST PLUS FIXED PAYMENT INVOICE (Standard Format)**
ATTACHMENT H –	**LUMP SUM INVOICE (Standard Format)**
ATTACHMENT I –	**EFFORT DETAIL BREAKDOWN (Standard Format)**
ATTACHMENT J –	**TESTING SCHEDULE**
ATTACHMENT K –	**TESTING RATES & COST SUMMARY**
ATTACHMENT L –	**SUMMARY OF PAYROLL BURDEN AND FRINGE COSTS**
ATTACHMENT M –	**SUMMARY OF OVERHEAD AND INDIRECT COSTS**
ATTACHMENT N –	**PROJECT CERTIFICATION**
ATTACHMENT O –	**DBE FINAL DOCUMENTATION**
ATTACHMENT P –	**PROJECT SKETCH**
ATTACHMENT Q –	**PROJECT LETTING SCHEDULE**
ATTACHMENT R –	**OP&P PROGRAM LETTER**
ATTACHMENT S –	**CURRENT IDOT PROVISIONAL PAYROLL BURDEN / FRINGE EXPENSE AND GENERAL / ADMINISTRATIVE EXPENSE RATE LETTER**
ATTACHMENT T –	**CONSULTANT'S PRELIMINARY ESTIMATE OF PROBABLE CONSTRUCTION COSTS**
ATTACHMENT U –	**RETAINER AGREEMENT**

ATTACHMENT A

PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN PHASE SERVICES

ESTIMATE OF COSTS

Category	Amount ($)	
1. Direct Salary Costs	_____	(ATTACHMENT A-1)
2. Labor and General and Administrative Overhead[1]	_____	
3. Direct Nonsalary Expenses		
Lodging[2,3]	_____	
Meals/Per Diem[2,3]	_____	
Transportation[2]	_____	
Materials & Supplies	_____	
Printing	_____	
CADD time[4]	_____	
Other Costs (excluding outside services)	_____	
4. Fixed Payment[5]	_____	
5. Outside Services	_____	
Lump Sum **Total Amount Not to Exceed**	$ _____	

Estimated cost of total professional design phase services from TIP: $_____

NOTES:

1/ A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.
2/ Current approved rates established by State of Illinois - Governors Travel Control Board.
3/ Shall not be used in calculation of fixed payment amount.
4/ Maximum CADD rate shall be $15.00/hour.
5/ Fixed Payment (Profit) = (14.5%) x [Direct Salary Costs + (OH&B) x (Direct Salary Costs) + Transportation + Materials & Supplies + Printing + CADD time + Other Costs (excluding outside services)].

ATTACHMENT A-1

PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN PHASE SERVICES

ESTIMATE OF SALARY EXPENSES

Classification*	Hours	$Rate/Hour	Cost ($)
Principal			
Vice Principal			
Project Manager			
Senior Project Engineer			
Senior Project Architect			
Project Engineer			
Project Architect			
Senior Engineer			
Senior Architect			
Engineer			
Planner			
Registered Land Surveyor			
Land Surveyor			
Senior Engineering Technician			
Engineering Technician			
Engineering Assistant			
CADD/Draftsman/Technician			
Clerical			
Total	(hours)	(average)	$ (total direct salary costs) (ATTACHMENT A)

*Classifications may be adjusted as per Consultant's work force.

ATTACHMENT B

DESIGN PHASE SERVICES

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment B
Preliminary Design and Design Phase
ESTIMATE OF COSTS

	CATEGORY			AMOUNT
1	Direct Salary Costs			$48,544.16
2	Labor and General and Administrative Overhead[1]	56.35%		$27,354.63
3	Direct Nonsalary Expenses	110.87%		$53,820.91
	Lodging[2,3]		$	-
	Meals/Per Diem[2,3]		$	-
	Transportation[2]		$	260.00
	Materials & Supplies		$	-
	Printing		$	460.00
	CADD time[4]		$	-
	Other Costs (Excluding outside Services)		$	120.00
4	Fixed Payment[5]			$18,930.00
5	Outside Services/Subconsultants			$6,350.00
	Geotechnical Investigation	$6,350.00		
	Cost Plus Fixed Payment			$155,839.70
	Total Amount Not to Exceed			
Or		**Use =**		$155,800.00

Estimated Construction Cost: $ **4,320,366.00** (ATTACHMENT T)

Attach a sketch labeled ATTACHMENT P in sufficient detail to clearly delineate the proposed areas of work.

NOTES:

1/ A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.
2/ Current approved rates established by State of Illinois - Governors Travel Control Board.
3/ Shall not be used in calculation of fixed payment amount.
4/ Maximum CADD rate shall be $15.00/hour.
5/ Fixed Payment (Profit) = (14.5%) x [Direct Salary Costs + (OH&B) x (Direct Salary Costs) + Transportation + Materials & Supplies + Printing + CADD time + Other Costs (excluding outside services)].

ATTACHMENT B-1

DESIGN PHASE SERVICES

ESTIMATE OF SALARY EXPENSES

CLASSIFICATION	TIME REQUIRED (HOURS)	HOURLY WAGE	SALARY EXPENSE
PRINCIPAL	2	$78.00	$156.00
PROJECT ENGINEER II	193	$65.12	$12,568.16
PROJECT ARCHITECT II	0	$53.37	$0.00
PROJECT MANAGER II	162	$53.44	$8,657.28
PROJECT ENGINEER I	2	$51.10	$102.20
PROJECT ENVIRONMENTAL SPECIALIST I	0	$54.93	$0.00
PROJECT MANAGER I	0	$50.34	$0.00
PROJECT STRUCTURAL ENGINEER I	0	$50.07	$0.00
SENIOR ENGINEER I	239	$37.58	$8,981.62
SENIOR ARCHITECT I	0	$43.54	$0.00
TECHNICAL MANAGER II	0	$45.96	$0.00
SENIOR PLANNER I	0	$37.59	$0.00
GIS SPECIALIST	0	$35.51	$0.00
ENVIRONMENTAL SPECIALIST III	0	$37.50	$0.00
SENIOR STRUCTURAL ENGINEER II	0	$49.41	$0.00
SENIOR STRUCTURAL ENGINEER I	0	$37.02	$0.00
ENGINEER I	157	$29.46	$4,625.22
STRUCTURAL ENGINEER I	0	$30.75	$0.00
PLANNER I	0	$25.67	$0.00
ENVIRONMENTAL SPECIALIST II	0	$30.78	$0.00
ENVIRONMENTAL SPECIALIST I	0	$25.53	$0.00
TECHNICAL MANAGER I	0	$29.54	$0.00
LAND SURVEYOR	64	$41.23	$2,638.72
SENIOR TECHNICIAN II	212	$46.24	$9,802.88
SENIOR TECHNICIAN I	0	$36.55	$0.00
TECHNICIAN II	32	$30.97	$991.04
TECHNICIAN I	0	$22.10	$0.00
PROJECT ADMINISTRATIVE ASSISTANT	0	$23.77	$0.00
ADMINISTRATIVE/ACCOUNTING ASSISTANT	1	$21.04	$21.04
		AVERAGE	
TOTAL	**1064**	**$45.62**	**$48,544.16**

*Classifications may be adjusted as per Consultant's work force.

ATTACHMENT B-2

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment B-2

Preliminary Design and Design Phase
Estimated Cost Breakdown Items 4, 5, 6 & 7

Item							
4	**MATERIALS AND SUPPLIES**						
	Surveying Supplies (paint, lathe, stakes, etc)				$ -		
	Drafting Media				$ -		
	Misc. Equipment and Direct Project Supplies				$ -		
	Sub-Total					**$**	**-**
5	**TRAVEL**						
	Travel Reimbursement	400	miles@	$ 0.575	$ 230.00		
	Other Subsistence & Tolls				$ 30.00		
	Sub-Total					**$**	**260.00**
	Lodging (Not in Fixed Fee comp.)	0	days @	$ 100.00	$ -	$	-
6	**PRINTING**						
	Full Size Prints	150	sheets@	$ 2.40	$ 360.00		
	Photo-copies	500	sheets@	$ 0.20	$ 100.00		
	Sub-Total					**$**	**460.00**
7	**OTHER COSTS (EXCLUDING OUTSIDE SERVICES)**						
	Photos/Developing				$ -		
	Direct Project Shipping Expense	6	times @	$ 20.00	$ 120.00		
	Unassigned Misc Project Direct Expense		Misc.		$ -		
	Sub-Total					**$**	**120.00**
						$	**840.00**

ATTACHMENT B-3
(Sheet 1 of 3)

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment B-3
Cost Estimate of Consultant Services (By Task)

Phase #	Element of Work	Hours	Ave Hourly Rate	Total Direct Labor	% of Total Labor	Principal	Project Engineer II	Project Manager II	Project Engineer I	Project Manager I	Senior Engineer I	Technical Manager II	Engineer I	Technical Manager I	Land Surveyor	Senior Technician II	Technician II	Administrative/ Accounting Assistant
Design Phase (Per Section I.B. of Agreement)																		
1000	Preliminary Assessment and Schematic Design	422	$44.21	$18,658.24	33.83%	2	55	33	2	0	78	0	72	0	64	116	0	0
1100	**Preliminary Work Items**	61	$47.43	$2,893.20	5.25%	1	22	0	0	0	20	0	12	0	0	6	0	0
1110	1110 Scope Refinement and Project Definition	21	$52.47	$1,101.88	2.00%	1	8	0	0	0	6	0	0	0	0	6	0	0
	1120 Site Visit/Review by Design Team	18	$44.05	$792.96	1.44%	0	6	0	0	0	6	0	6	0	0	0	0	0
	1130 Pre-Design Meeting and Preparation	8	$51.35	$410.80	0.74%	0	4	0	0	0	4	0	0	0	0	0	0	0
	1140 Review Record Drawings and Available Data	14	$41.97	$587.56	1.07%	0	4	0	0	0	4	0	6	0	0	0	0	0
1200	**Surveys/Field Investigations/Verify Existing Cond.**	130	$44.64	$5,803.84	10.52%	0	6	0	0	0	0	0	0	0	64	60	0	0
	1210 Topo/Cross-Section Survey Field Work	120	$43.74	$5,248.20	9.52%	0	0	0	0	0	0	0	0	0	60	60	0	0
	1220 Office Download of Field Data/Reduce Surveys & Prepare Models	10	$55.56	$555.64	1.01%	0	6	0	0	0	0	0	0	0	4	0	0	0
1300	**Prel. Plan Concept Develop (35% Design Report)**	213	$43.49	$9,262.92	16.80%	1	25	31	2	0	52	0	52	0	0	50	0	0
	1310 General Scope Refinement Development/Overall Limits	21	$53.24	$1,118.12	2.03%	1	6	6	2	0	2	0	2	0	0	2	0	0
	1311 Pavement History Research and Review	16	$41.94	$671.08	1.22%	0	2	4	0	0	4	0	6	0	0	0	0	0
	1312 Sequence of Construction Concepts/Layouts	24	$44.65	$1,071.64	1.94%	0	2	6	0	0	6	0	4	0	0	6	0	0
	1313 Existing Conditions Validation/Review	32	$40.70	$1,302.24	2.36%	0	1	1	0	0	8	0	8	0	0	14	0	0
	1314 Preliminary Typical Sections/Rehab Details	8	$43.14	$345.12	0.63%	0	1	1	0	0	2	0	2	0	0	2	0	0
	1315 Prelim. Geometric Plan	17	$42.21	$717.60	1.30%	0	1	2	0	0	4	0	4	0	0	6	0	0
	1316 Prelim. Pavement Design and Matl. Selection Detail/Justifications	10	$49.43	$494.32	0.90%	0	2	4	0	0	4	0	0	0	0	0	0	0
	1317 Prelim. Profile, Grading Plans and Concept	18	$40.17	$723.08	1.31%	0	1	1	0	0	4	0	6	0	0	6	0	0
	1318 Prelim. Drainage Concept, Impacts and Features and Prelim. Pipe Sizing and Route Plans	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
	1319 Prelim. Lighting/Electrical Design Concept/Scope.	4	$47.29	$189.16	0.34%	0	2	0	0	0	0	0	2	0	0	0	0	0
	1320 Miscellaneous Design Features: Fencing, Turfing and Marking Design & Layout	8	$41.68	$333.44	0.60%	0	0	2	0	0	2	0	2	0	0	2	0	0
	1321 Utility Impacts, Delineations and Relocations Design Considerations.	15	$41.67	$625.12	1.13%	0	1	2	0	0	4	0	4	0	0	4	0	0
	1322 Review and Evaluations of FAA Mods to Standards and Special Considerations	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
	1323 Review/Discuss Local Code Conditions/Requirements and Impacts to the Project	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
	1324 Exhibits Preparation & Development in Support of Preliminary Design Report	26	$41.71	$1,084.44	1.97%	0	2	2	0	0	8	0	6	0	0	8	0	0
	1325 Agency Coordination/Soils Investigation & Coord. & Discussion of Soils Impact on Design and Construction	14	$41.97	$587.56	1.07%	0	4	0	0	0	4	0	6	0	0	0	0	0
1400	**Preliminary Identification & List of Expected Specifications**	4	$48.43	$193.72	0.35%	0	1	1	0	0	2	0	0	0	0	0	0	0
1500	**Prel. Opinion of Probable Cost, Quantity Evaluations, Computations and Funding Review; Preliminary Estimate of Time**	14	$36.04	$504.56	0.91%	0	1	1	0	0	4	0	8	0	0	0	0	0

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment B-3
Cost Estimate of Consultant Services (By Task)

Phase #	Element of Work	Hours	Ave Hourly Rate	Total Direct Labor	% of Total Labor	Principal	Project Engineer II	Project Manager II	Project Engineer I	Project Manager I	Senior Engineer I	Engineer I	Land Surveyor	Senior Technician II	Technician II	Administrative/ Accounting Assistant
Design Phase (Per Section I.B. of Agreement)																
2000	Plan and Document Development - Detailed Design (35% to 80% Level)	460	$45.51	$20,934.94	43.13%	0	85	85	-	-	123	58	-	76	32	1
2100	**Review and Resolve Prelim Design Issues From Design Report Stage**	12	$52.05	$624.56	1.29%	0	4	4	0	0	4	0	0	0	0	0
2110	Review 35% Design Report with Owner/IDA/FAA - conference call if needed	6	$52.05	$312.28	0.64%	0	2	2	0	0	2	0	0	0	0	0
2120	Resolve Outstanding Issues from 35% Report Review	6	$52.05	$312.28	0.64%	0	2	2	0	0	2	0	0	0	0	0
2200	**Plan Set/Drawing Development**	403	$45.70	$18,416.32	37.94%	0	73	76	0	0	102	46	0	74	32	0
2210	Cover/Summary of Quantities/General Items	14	$38.65	$541.14	1.11%	0	1	1	0	0	4	4	0	2	2	0
2211	Sequence of Construction/Phasing Plan	44	$44.64	$1,964.30	4.05%	0	8	8	0	0	10	6	0	6	6	0
2212	Existing Conditions/Prop Removal/Pavement Rehab. Details/SWPPP	46	$44.25	$2,035.36	4.19%	0	8	8	0	0	16	6	0	4	4	0
2213	Utility Plan and Relocation Plan (As necessary)	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
2214	Proposed Improvement Plan and Geometry Plan	62	$47.00	$2,914.16	6.00%	0	12	12	0	0	12	6	0	16	4	0
2215	Typical Sections/Cross Section Develop.	50	$46.75	$2,337.56	4.82%	0	8	10	0	0	8	4	0	16	4	0
2216	Pavement Design/Geometry/Paved Shldr. Mods	48	$45.75	$2,196.04	4.52%	0	8	8	0	0	12	4	0	12	4	0
2217	Plan and Profile Plan Sheets	50	$48.47	$2,423.38	4.99%	0	12	12	0	0	12	4	0	8	2	0
2218	Drainage and Edge Drain Design	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
2219	Underdrain Plan and Details	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
2220	Grading and Intersection Staking Plan	60	$46.43	$2,785.96	5.74%	0	12	12	0	0	20	4	0	8	4	0
2222	Edge Lighting/Apron Lighting Design/Electrical Design/Vault Improvements	15	$44.37	$665.60	1.37%	0	2	5	0	0	4	4	0	0	0	0
2223	Earthwork Distribution and Cross Sections	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
2224	Restoration and Landscaping Plan	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
2225	Misc Design Elements (e.g. Marking, Fencing, etc.)	14	$39.49	$552.82	1.14%	0	2	0	0	0	4	4	0	2	2	0
2300	**Development of Technical Specifications**	11	$38.13	$419.44	0.86%	0	2	0	0	0	4	4	0	0	0	1
2400	**Quantity Computations, Development of Opinion of Prob. Cost and Estimate of Contract Time**	34	$43.37	$1,474.62	3.04%	0	6	5	0	0	13	8	0	2	0	0
2410	Quantity Computations	14	$39.19	$548.72	1.13%	0	2	0	0	0	8	4	0	0	0	0
2420	Cost Estimate Preparation and Development	9	$41.85	$376.68	0.78%	0	2	1	0	0	2	4	0	0	0	0
2430	Estimate of Time Preparation and Development	8	$50.60	$404.76	0.83%	0	2	2	0	0	2	0	0	2	0	0
2440	Prepare DBE Goals and Estimate	3	$48.15	$144.46	0.30%	0	0	2	0	0	1	0	0	0	0	0

ATTACHMENT B-3
(Sheet 3 of 3)

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment B-3
Cost Estimate of Consultant Services (By Task)

Phase #	Element of Work	Hours	Ave Hourly Rate	Total Direct Labor	% of Total Labor	Principal	Project Engineer II	Project Manager II	Project Engineer I	Project Manager I	Senior Engineer I	Engineer I	Land Surveyor	Senior Technician II	Technician II	Administrative/ Accounting Assistant
Design Phase (Per Section I.B. of Agreement)																
3000	Plan and Document Development - Final Design (80% - 100%)	98	$44.85	$4,395.78	9.06%	0	16	17	0	0	24	21	0	20	0	0
3100	**Review and Resolve Prelim Design Issues From**	8	$52.40	$419.16	0.86%	0	2	4	0	0	2	0	0	0	0	0
3110	Review of 80% Design Documents with IDA/FAA	3	$57.33	$172.00	0.35%	0	1	2	0	0	0	0	0	0	0	0
3120	Comment Resolution From Agency 80% Review	5	$49.43	$247.16	0.51%	0	1	2	0	0	2	0	0	0	0	0
3200	**Development of Final Issued for Bid Set of Plans**	72	$44.43	$3,198.90	6.59%	0	10	11	0	0	15	16	0	20	0	0
3210	Cover/Summary of Quantities/General Items	10	$36.06	$360.64	0.74%	0	0	0	0	0	4	4	0	2	0	0
3211	Sequence of Construction/Phasing Plan	14	$51.22	$717.04	1.48%	0	4	4	0	0	4	0	0	2	0	0
3212	Existing Conditions/Prop Removal/Pavement Rehab. Details/SWPPP	7	$48.52	$339.64	0.70%	0	1	2	0	0	2	0	0	2	0	0
3213	Utility Plan and Relocation Plan (As necessary)	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
3214	Proposed Improvement Plan and Geometry Plan	7	$46.20	$323.40	0.67%	0	1	2	0	0	0	2	0	2	0	0
3215	Typical Sections/Cross Section Develop.	2	$29.46	$58.92	0.12%	0	0	0	0	0	0	2	0	0	0	0
3216	Pavement Design/Geometry/Paved Shldr. Mods	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
3217	Plan and Profile Plan Sheets	12	$46.35	$556.16	1.15%	0	2	2	0	0	2	2	0	4	0	0
3218	Drainage and Edge Drain Design	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
3219	Underdrain Plan and Details	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
3220	Grading and Intersection Staking Plan	10	$43.76	$437.60	0.90%	0	1	1	0	0	2	2	0	4	0	0
3222	Edge Lighting/Apron Lighting Design/Electrical Design/Vault Improvements	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
3223	Earthwork Distribution and Cross Sections	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
3224	Restoration and Landscaping Plan	4	$37.85	$151.40	0.31%	0	0	0	0	0	0	2	0	2	0	0
3225	Misc Design Elements (e.g. Marking, Fencing, etc.)	6	$42.35	$254.10	0.52%	0	1	0	0	0	1	2	0	2	0	0
3300	**Revisions to Technical Specifications based on Comment Resolution - Prepare IFB Specs**	8	$48.43	$387.44	0.80%	0	2	2	0	0	4	0	0	0	0	0
3400	**Revisions to Quantity Computations, Final Rev. of Opinion of Prob. Cost and Estimate of Contract**	10	$39.03	$390.28	0.80%	0	2	0	0	0	3	5	0	0	0	0
3410	Quantity Computations	4	$40.41	$161.62	0.33%	0	1	0	0	0	1	2	0	0	0	0
3420	Cost Estimate Preparation and Development	4	$40.41	$161.62	0.33%	0	1	0	0	0	1	2	0	0	0	0
3430	Estimate of Time Preparation and Development	2	$33.52	$67.04	0.14%	0	0	0	0	0	1	1	0	0	0	0
3440	Prepare DBE Goals and Estimate	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
4000	General Overall Project Related Tasks	84	$54.23	$4,555.20	9.38%	0	37	27	0	0	14	6	0	0	0	0
4100	**Quality Control and Constructability Reviews**	26	$57.93	$1,506.24	3.10%	0	10	16	0	0	0	0	0	0	0	0
4110	Prepare QC Plan	2	$65.12	$130.24	0.27%	0	2	0	0	0	0	0	0	0	0	0
4120	Complete QAP Reviews and Follow-up	12	$57.33	$688.00	1.42%	0	4	8	0	0	0	0	0	0	0	0
4130	Complete Constructability Reviews (at 80% and 100%)	12	$57.33	$688.00	1.42%	0	4	8	0	0	0	0	0	0	0	0
4200	**Project Management and Meetings**	48	$53.32	$2,559.20	5.27%	0	24	8	0	0	12	4	0	0	0	0
4210	Project Review and Coordination Meetings with the Owner, IDA and FAA (Est. (2) of Mtgs @ X 2 Hours/Ea.) *(Identify: Prelim. Design, Design Mtgs at 80% & 100%) - via conf. call if needed*	8	$51.35	$410.80	0.85%	0	4	0	0	0	4	0	0	0	0	0
4220	Project Coordination Meetings with Agencies including Permiting Authorities and Subconsultants ~~(Est. 2 of Mtgs @ 1 Hours/Ea.)~~	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
4230	Internal Project Design Meetings and Coordination (Est. 4 of Mtgs @ 2 Hours/Ea.)	28	$48.82	$1,366.96	2.82%	0	8	8	0	0	8	4	0	0	0	0
4040	Project Management and Coord. of Design Team and Subconsultants	12	$65.12	$781.44	1.61%	0	12	0	0	0	0	0	0	0	0	0
4300	**Post Design Phase - Pre-Bid and Bidding**	2	$59.28	$118.56	0.24%	0	1	1	0	0	0	0	0	0	0	0
4310	Pre-bid meeting, Preparation & Attendance	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0
4320	Miscellaneous bidding Phase; addenda; respond to questions during bidding; analysis of bids; etc.	2	$59.28	$118.56	0.24%	0	1	1	0	0	0	0	0	0	0	0
4400	**Project Design Closeout and Archive**	8	$46.40	$371.20	0.76%	0	2	2	0	0	2	2	0	0	0	0
	Totals	1064	$45.62	$48,544.16	100.00%	2	193	162	2	-	239	157	64	212	32	1

ATTACHMENT C

CONSTRUCTION PHASE SERVICES

ESTIMATE OF COSTS

Category	Amount ($)	
1. Direct Salary Costs	_____	(ATTACHMENT C-1)
2. Labor and General and Administrative Overhead[1]	_____	
3. Direct Nonsalary Expenses		
Lodging[2,3]	_____	
Meals/Per Diem[2,3]	_____	
Transportation[2]	_____	
Materials & Supplies	_____	
Printing	_____	
CADD time[4]	_____	
Other Costs (excluding outside services)	_____	
4. Fixed Payment[5]	_____	
5. Outside Services	_____	

Cost Plus Fixed Payment
Total Amount Not to Exceed **$** _____

OR

Lump Sum
Total Amount Not to Exceed $ _____

NOTES:

1/ A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

2/ Current approved rates established by State of Illinois - Governors Travel Control Board.

3/ Shall not be used in calculation of fixed payment amount.

4/ Maximum CADD rate shall be $15.00/hour.

5/ Fixed Payment (Profit) = (14.5%) x [Direct Salary Costs + (OH&B) x (Direct Salary Costs) + Transportation + Materials & Supplies + Printing + CADD time + Other Costs (excluding outside services)].

ATTACHMENT C-1

CONSTRUCTION PHASE SERVICES

ESTIMATE OF SALARY EXPENSES

Classification*	Hours	$Rate/Hour	Cost ($)
Principal			
Vice Principal			
Project Manager			
Senior Project Engineer			
Senior Project Architect			
Project Engineer			
Project Architect			
Senior Engineer			
Senior Architect			
Engineer			
Planner			
Registered Land Surveyor			
Land Surveyor			
Senior Engineering Technician			
Engineering Technician			
Engineering Assistant			
CADD/Draftsman/Technician			
Clerical			
Total	(hours)	(average)	$ (total direct salary costs) (ATTACHMENT D)

*Classifications may be adjusted as per Consultant's work force.

ATTACHMENT D

PLANNING AND SPECIAL SERVICES

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment D

Planning and Special Services - Bidding Service for Local Let Projects

ESTIMATE OF COSTS

	CATEGORY			AMOUNT
1	Direct Salary Costs			$1,471.42
2	Labor and General and Administrative Overhead[1]	56.35%		$829.15
3	Direct Nonsalary Expenses	110.87%		$1,631.36
	Lodging[2,3]		$	-
	Meals/Per Diem[2,3]		$	-
	Transportation[2]		$	-
	Materials & Supplies		$	-
	Printing		$	-
	CADD time[4]		$	-
	Other Costs (Excluding outside Services)		$	-
4	Fixed Payment[5]			$600.00
5	Outside Services/Subconsultants			$0.00
	None Anticipated	$0.00		
	Cost Plus Fixed Payment **Total Amount Not to Exceed**			$4,531.93
	Or		Use =	$4,500.00

NOTES:

1/ A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

2/ Current approved rates established by State of Illinois - Governors Travel Control Board.

3/ Shall not be used in calculation of fixed payment amount.

4/ Maximum CADD rate shall be $15.00/hour.

5/ Fixed Payment (Profit) = (14.5%)x[Direct Salary Costs + (OH&B)x(Direct Salary Costs) + Transportation + Materials & Supplies + Printing + CADD time + Other Costs (excluding outside services)].

ATTACHMENT D-1

PLANNING AND SPECIAL SERVICES

ESTIMATE OF SALARY EXPENSES

CLASSIFICATION	TIME REQUIRED (HOURS)	HOURLY WAGE	SALARY EXPENSE
PRINCIPAL	0	$78.00	$0.00
PROJECT ENGINEER II	6	$65.12	$390.72
PROJECT ARCHITECT II	0	$53.37	$0.00
PROJECT MANAGER II	0	$53.44	$0.00
PROJECT ENGINEER I	4	$51.10	$204.40
PROJECT ENVIRONMENTAL SPECIALIST I	0	$54.93	$0.00
PROJECT MANAGER I	0	$50.34	$0.00
PROJECT STRUCTURAL ENGINEER I	0	$50.07	$0.00
SENIOR ENGINEER I	0	$37.58	$0.00
SENIOR ARCHITECT I	0	$43.54	$0.00
TECHNICAL MANAGER II	0	$45.96	$0.00
SENIOR PLANNER I	8	$37.59	$300.72
GIS SPECIALIST	0	$35.51	$0.00
ENVIRONMENTAL SPECIALIST III	2	$37.50	$75.00
SENIOR STRUCTURAL ENGINEER II	0	$49.41	$0.00
SENIOR STRUCTURAL ENGINEER I	0	$37.02	$0.00
ENGINEER I	2	$29.46	$58.92
STRUCTURAL ENGINEER I	0	$30.75	$0.00
PLANNER I	10	$25.67	$256.70
ENVIRONMENTAL SPECIALIST II	0	$30.78	$0.00
ENVIRONMENTAL SPECIALIST I	0	$25.53	$0.00
TECHNICAL MANAGER I	0	$29.54	$0.00
LAND SURVEYOR	0	$41.23	$0.00
SENIOR TECHNICIAN II	4	$46.24	$184.96
SENIOR TECHNICIAN I	0	$36.55	$0.00
TECHNICIAN II	0	$30.97	$0.00
TECHNICIAN I	0	$22.10	$0.00
PROJECT ADMINISTRATIVE ASSISTANT	0	$23.77	$0.00
ADMINISTRATIVE/ACCOUNTING ASSISTANT	0	$21.04	$0.00
		AVERAGE	
TOTAL	**36**	**$40.87**	**$1,471.42**

*Classifications may be adjusted as per Consultant's work force.

ATTACHMENT D-2

PLANNING AND SPECIAL SERVICES

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment D-2

Planning and Special Services Phase
Estimated Cost Breakdown Items 4, 5, 6 & 7

Item								
4	**MATERIALS AND SUPPLIES**							
	Surveying Supplies (paint, lathe, stakes, etc)					$ -		
	Drafting Media					$ -		
	Misc. Equipment and Direct Project Supplies					$ -		
	Sub-Total						**$**	-
5	**TRAVEL**							
	Travel Reimbursement	0	miles@	$ 0.580		$ -		
	Other Subsistence & Tolls					$ -		
	Sub-Total						**$**	-
6	**PRINTING**							
	Full Size Prints		sheets@	$ 2.40		$ -		
	Photo-copies		sheets@	$ 0.20		$ -		
	Sub-Total						**$**	-
7	**OTHER COSTS (EXCLUDING OUTSIDE SERVICES)**							
	Photos/Developing					$ -		
	Direct Project Shipping Expense					$ -		
	Unassigned Misc Project Direct Expense					$ -		
	Sub-Total						**$**	-
							$	-

ATTACHMENT D-3

PLANNING AND SPECIAL SERVICES

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment D-3 - Planning and Special Services Phase Engineering
Cost Estimate of Consultant Services (By Task)

	Element of Work	Hours	Ave Hourly Rate	Total Direct Labor	% of Total Labor	Principal	Project Engineer II	Project Manager II	Project Engineer I	Project Environmental Specialist I	Senior Engineer I	Senior Planner I	GIS Specialist	Environmental Specialist III	Engineer I	Planner I	Environmental Specialist II	Environmental Specialist I	Senior Technician III	Technician II	Administrative/ Accounting Assistant
	Planning and Special Services Phase																				
8050	**NEPA Clearance**	20	$32.49	$649.72	44.16%	0	0	0	0	0	0	6	0	2	0	10	0	0	2	0	0
8051	Review Historical Parcel Information (NHPA, Section 4f6f, Endangered Species, Other Resources, Community Disruption, Environmental Justice, Surface Transportation, Noise, Air Quality, Water Quality, Hazardous Material, Light Emissions)	8	$18.77	$150.18	10.21%	0	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0
8052	Exhibits for Environmental Clearance (Wetlands, Flood Maps,etc.)	8	$20.96	$167.66	11.39%	0	0	0	0	0	0	2	0	0	0	4	0	0	2	0	0
8053	Complete Environmental Documentation for Submittal	4	$18.80	$75.18	5.11%	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
8054	Project Description	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8055	ESR Request	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8056	Impact Category Checklist	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8057	Public Hearing (if requested)	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8058	Review and FAA/IDA Coordination	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8060	**Airspace Documents/Exhibits**	12	$46.77	$561.22	38.14%	0	2	0	4	0	0	2	0	0	2	0	0	0	2	0	0
8070	**FAA Application for Funds and Supporting**	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8080	**ALP Update**	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8090	**Project Management**	4	$65.12	$260.48	17.70%	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8091	Project Management	2	$65.12	$130.24	8.85%	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8092	FAA Deliverable Review Coordination	2	$65.12	$130.24	8.85%	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals	36	$40.87	$1,471.42	100.00%	0	6	0	4	0	0	8	0	2	2	10	0	0	4	0	0

ATTACHMENT E

ENGINEERING REPORT (General Guidance)

The Engineering Report is to be prepared by the Consultant and submitted to the Sponsor and/or Department, if possible, prior to starting Plans and Specifications. The Report shall include, at a minimum, a discussion of the following elements which are applicable and any other elements deemed necessary by the Department:

1. Introduction, project overview and consistency with approved ALP, justification, scope, authorization, funding, required environmental actions and schedule.

2. Investigations and evaluations, including pavement history, PCI information, topographic survey data, soil sampling and testing, boring logs, CBR test results, subgrade stabilization considerations, and seasonal frost issues.

3. Pavement design considerations, including pavement types and/or alternates; any unusual design and reasons therefore, selection of design CBR value, traffic distribution, and reported pavement strength.

4. Rehabilitation, strengthening and/or overlay work shall be detailed as to the type of work required, including existing pavement conditions, material selection considerations, thickness design and economic analysis.

5. Construction features which vary from FAA criteria should be identified including the problem(s) facts, alternative solutions, and/ or desired solution. Is the desired solution the most economical?

6. Items such as materials sources, soils, drainage, water for construction, cost of land vs. development, contractor resources, available finances, and stage development. The report should say how these factors affected the decisions made by the Consultant in the design.

7. Explanation of drainage design criteria including explanation of drainage districts data INPUT and off-site drainage impact on design. Include drainage calculations and modeling.

8. Special considerations for local circumstances such as available material, equipment, contractors, and airport sponsored events.

9. Consultant's choice of options for the lighting design; similar explanation of choices made for the drainage, fencing, turfing and marking, including decisions regarding cover crop seeding.

10. Approach conditions which will result from proposed work and comparison with FAA criteria.

11. Analysis of potential RSA determination (if applicable).

12. Development of PCN for runway strengthening and rehabilitation projects.

13. Description of non-AIP work and quantity separation from AIP eligible items.

14. Identify work to be done by others such as utility companies and airports sponsor forces.

15. The Consultant's preliminary estimate of construction costs, fees and expenses shall be included.

16. A discussion of project safety concerns (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction) shall be included.

17. A discussion of project phasing / sequencing and estimate of construction calendar days shall be included.

ATTACHMENT F

Illinois Department of Transportation

Resident Engineer's Diary

Airport: _____ Date: _____

Contractor: _____ IL Project No.: _____ AIP Project _____

Temperature _____ Wind: _____ Weather Conditions: _____

Status: ☐ Active ☐ Suspended Jobsite Conditions: ☐ Workable ☐ Non-workable

Controlling Item: _____

Workforce

Consultant (# of people, hours): _____

Contractor (# of people, equipment, hours):

Daily Work

Pay items / General Location:

Instructions to Contractor / Unusual Events:

Verbal Approvals (official & item): _____

Additional Work (change order, etc.): _____

Official Visitors: _____

Materials Deliveries (material, quantity, quality) / Testing (test, location, corrective action):

Other:

Calendar Days: _____ Awarded
_____ Charged
_____ Remaining

DBE Onsite? (yes or no)
Own forces used? (yes or no)
Own equipment used? (yes or no)

Submitted _____ Firm: _____ Date: _____

ATTACHMENT G

COST PLUS FIXED PAYMENT INVOICE (Standard Format)

To: _____, Chief Engineer
Illinois Department of Transportation
Division of Aeronautics
Abraham Lincoln Capital Airport
1 Langhorne Bond Drive
Springfield, IL 62707-8415

From (Firm): _____
Address: _____
Telephone No.: _____
Invoice # _____ Date: _____
[ ] Partial [ ] Final

Attn: _____, Section Chief

Airport: _____ Municipality: _____, IL
Illinois Project No. _____ Federal Project No. _____
Notice to Proceed Date (OP&P Program Letter or Sponsor Authorization): _____
Per A/E Agreement/Amendment dated: _____

Services (Check only those services pertaining to invoice):

[ ] Preliminary Assessment and Schematic Design Phase
[ ] Design Phase
[ ] Construction Phase
[ ] Planning and Special Services
[ ] Other ( )
[ ] Amendment(s)

Service Dates: For Services Rendered From (date): _____ To (date): _____

Period	To Date	Billing
(1) Direct Salaries	$_____	$_____
Include all information per ATTACHMENT I (EFFORT DETAIL BREAKDOWN)		
(2) Labor and General and Administrative Overhead (_____%)	$_____	$_____
(3) Direct Non-Salary Expenses (OT Premium)	$_____	$_____
Support documentation must accompany all payment requests of direct non-salary expenses.		
(4) Profit – (Fixed Payment $_____ x _____% Complete)	$_____	$_____
(5) SUBTOTAL (1) – (4)	$_____	$_____
(6) Outside Services	$_____	$_____

TOTAL AMOUNT EARNED TO DATE: (5) + (6) ..... $_____
Maximum Payable (per Engineering Agreement) ..... $_____
Estimated total cost to complete project (for billings after 50%) .... $_____
Less Total Amount(s) Previously Invoiced ..... $_____
PAYMENT DUE THIS INVOICE ..... $_____

I certify that to the best of my knowledge, the percent of work shown as complete on this Invoice is correct.

By: _____ _____
Printed Name and Title

Department Approval
By: _____ _____
Printed Name and Title

NOTE: This format is for general information. The Consultant's format containing essential data may be acceptable.

ATTACHMENT H

LUMP SUM INVOICE (Standard Format)

To: _____, Chief Engineer
Illinois Department of Transportation
Division of Aeronautics
Abraham Lincoln Capital Airport
1 Langhorne Bond Drive
Springfield, IL 62707-8415

From (Firm):_____
Address:_____
Telephone No.:_____
Invoice # _____ Date:_____
[ ] Partial [ ] Final

Attn: _____, Section Chief

Airport: _____ Municipality: _____, IL
Illinois Project No. _____ Federal Project No. _____
Notice to Proceed Date (OP&P Program Letter or Sponsor Authorization): _____
Per A/E Agreement/Amendment dated: _____

Services (Check only those services pertaining to invoice):

[ ] Preliminary Assessment and Schematic Design Phase
[ ] Design Phase
[ ] Construction Phase
[ ] Planning and Special Services
[ ] Other ( )
[ ] Amendment(s)

Service Dates:
For Services Rendered From (date): _____ To (date): _____

(1) Lump Sum (LS) Fee (or Maximum Payable per Engineering Agreement) $_____

(2) Percent of Work Complete: _____%

(3) Fee Earned to Date: (LS $_____ x _____% Complete) $_____

(4) Less Total Amount(s) Previously Invoiced $_____

(5) PAYMENT DUE THIS INVOICE $_____

I certify that to the best of my knowledge, the percent of work shown as complete on this Invoice is correct.

By: _____ _____
Printed Name and Title

Department Approval

By: _____ _____
Printed Name and Title

NOTE: This format is for general information. The Consultant's format containing essential data may be acceptable.

ATTACHMENT I

EFFORT DETAIL BREAKDOWN (Standard Format)

Page ____ of ____ Pages

Airport: _____
Illinois Project No. _____
Federal Project No. _____

Invoice No. _____
Date: _____

ENGINEERING COSTS BREAKDOWN

Agreement Paragraph Governing Services	Service Performed	Date Performed	Employee's Name and Classification	Hours	Rate	Amount

Total _____

ENGINEERING FIRM

Name _____

Address _____

_____

_____

Prepared By _____

Date _____

NOTE:
This format is for general information; however the consultant's format containing the essential data may be acceptable.

ATTACHMENT J

TESTING SCHEDULE – *See Testing Proposal*

Testing Schedule - anticipated for the Preliminary Assessment and Schematic Design, Design and Construction phases of the project. See subconsultant work scope

Description	Approximate Number
ASTM D 421, Particle Size Analysis	
ASTM D 2217	
ASTM C 422	
ASTM D 698, Moisture-Density Relations of Soil	
ASTM D 1557	
ASTM D 427, Shrinkage Factors of Soil	
ASTM D 2434, Permeability of Granular Soils	
AASHTO T 194, Determination of Organic Materials in Soils by Wet Combustion	
ASTM D 1883, Bearing Ratio of Laboratory Compacted Soil	
AASHTO T 222, Modulus of Soil Reaction	
ASTM D 2487, Soil Classification "Unified System"	
ASTM D 2113, Soil Borings	
ASTM C 207, Hydrated Lime	
ASTM C 131, Abrasion	
ASTM C 88, Soundness	
ASTM D 946, Penetration	
ASTM D 3381, Viscosity	
ASTM D 1559, Marshall Method	
ASTM C 136, Gradation	
ASTM D 2172, Extraction and Gradation	
ASTM D 2726, Bulk Specific Gravity	
ASTM D 2041, Maximum Theoretical Specific Gravity	
ASTM D 2950, Nuclear Density	
ASTM C 117 Washed Aggregate Sample	
ASTM D 4318, Liquid Limit, Plastic Limit, Plasticity Index	
ASTM C 127, Absorption and Specific Gravity	
ASTM C 128	
ASTM C 566, Moisture Content	
ASTM C 31, PCC Test Cylinders	
ASTM C 141, Slump	
ASTM C 231, Air Content	
ASTM C 78, Flexural Strength	
ASTM C 138, Yield, Cement Content	
ASTM D 412, Rubber in Tension	
ASTM D 1664, Striping Test	

The testing form shall be adjusted to the specific project. The consultant shall not assume IDOT will provide any testing and inspections. Payment for these services shall be at the rates established in ATTACHMENT K. - TESTING RATES & COST SUMMARY.

ATTACHMENT K

TESTING RATES & COST SUMMARY – *See Testing Proposal*

DESCRIPTION OF TEST	ESTIMATED COST PER TEST	NUMBER REQUIRED	TOTAL $

TESTING SERVICE CORPORATION
Corporate Office

360 South Main Place, Carol Stream, IL 60188-2404
630.462.2600 • Fax 630.653.2988

DeKalb Office

650 North Peace Road, DeKalb, IL 60115-8401
815.748.2100 • Fax 815.748.2110

February 26, 2020

Mr. Doug Klonowski, P.E.
Crawford, Murphy & Tilly, Inc.
550 North Commons Drive, Suite 116
Aurora, Illinois 60504

RE: P.N. 64,613
Resurface Runway 2/20
DeKalb Taylor Municipal Airport
3232 Pleasant Street
DeKalb, Illinois

Dear Mr. Klonowski:

Testing Service Corporation (TSC) is pleased to submit this proposal to provide Geotechnical Engineering Services for the above captioned project. It responds to your Request for Proposal (RFP) dated and e-mailed to TSC on February 25, 2020. The objectives of the Geotechnical Study are to explore soil conditions and provide recommendations and information for use in connection with the planned improvements.

Proposed Project:

It is understood that Runway 2/20 at the DeKalb Taylor Municipal Airport (DTMA) will be resurfaced. It is understood that the existing runway pavement section consists of bituminous concrete and aggregate base course materials. The proposed resurfacing will consist of adding additional bituminous concrete if required, or possibly just milling off 3 inches and resurfacing.

Scope of Work:

Following is a summary of the proposed boring and pavement coring program, as noted in your RFP, for this project:

- As required, a total of four (4) soil borings (numbered B-1 thru B-4) will be performed upon the area of Runway 2/20. Also as requested, the borings will be drilled to a nominal maximum depth of 10 feet, each, below existing grade. Based on this scope, the total drilling footage will be a maximum of 40 lineal feet.
- A total of four (4) pavement cores of the runway will be taken, one at each boring location. The purpose of the pavement cores will be to determine the type, thickness and general condition of the pavement materials at the test locations.
- It may be necessary to perform some shallow probes adjacent to the runway to generate sufficient soils for our laboratory tests.

For purposes of this proposal, we have assumed that the site will generally be accessible to our equipment and vehicles. No provisions have been made for obstruction removal, snow removal or site clearing to access the boring locations. It is assumed that the DTMA will close Runway 2/20 while we perform our field work. Also, no cost provisions have been included in this proposal for damage to rutting of soil/landscaped areas caused by the normal movements of our equipment and vehicles about the site. Should costs associated with these items be required, such actions would need to be covered in a separate proposal.

It is further assumed that the borings can be made during standard/normal weekday business hours. Tentatively, this work has been scheduled for Thursday, March 5, 2020.

Utility clearance for the borings will be obtained by TSC by contacting JULIE (Joint Utility Locating Information for Excavators), as well as appropriate personnel with the DTMA and the Federal Aviation Administration (FAA). It is understood that the boring and core locations will be laid out by representatives of CMT prior to arranging the utility locate.

Soil samples of the subgrade at the test boring locations will be obtained by standard split-spoon methods (ASTM D 1586) with the use of a drill rig. The subgrade borings will be sampled at 2-½ foot intervals from the bottom of the pavement materials to the termination depth of 10 feet. Representative portions of samples will be sealed, packaged and transported to our laboratory. Groundwater observations will also be made during and following completion of drilling operations.

Laboratory Testing:

All boring samples will be examined by an experienced laboratory soils technician and/or engineer, to verify field descriptions and visually classify them in accordance with the Unified Soil Classification System. Laboratory testing will include moisture content determinations as well as hand penetrometer measurements of unconfined compressive strength, as appropriate. Representative subgrade samples will also be tested for Atterberg Limits and grain size analyses in accordance with the appropriate ASTM procedures. California Bearing Ratio (CBR) test(s) will also be performed, per ASTM D 1883, on a representative sample or samples obtained from the subgrade from the borings. For purposes of this proposal, we have assumed that one (1) subgrade soil sample will be taken for CBR testing. A Modified Proctor test on a subgrade sample will also be provided.

Report of Data Obtained:

Upon completion of sampling and testing, you will receive an engineering report summarizing field and laboratory test data, including computer generated boring logs and location plan. The report will address anticipated soil and groundwater conditions impacting the planned improvements, based upon the information obtained from the borings and cores. It will also provide recommendations to guide design and specification preparation pertaining to the use of on-site soils as fill, subgrade support rating (Resilient Modulus) and CBR, as well as treatment of any unsuitable or unstable subgrade for areas of removal/replacement/reconstruction.

Fees and Scope:

To provide the boring and coring services outlined above, TSC is proposing a budget amount of Six Thousand Three Hundred Fifty Dollars ($6,350.00). This budget amount is based on the understanding that the work can be performed during standard/normal weekday business hours. Our fee is further subject to this proposal being accepted by you on or before May 31, 2020.

Should the study reveal unexpected subsurface conditions requiring a change in scope, you will be contacted before we proceed with further work. Our invoice will be based on the unit rates given. Please note that our quoted fee does not include plan review, excavation, fill, earthwork, footing or foundation observations during construction phases of the project. The project budget should include provision for

these services. Consultation, preconstruction meetings or other professional services subsequent to delivery of TSC's report are additional services that will be covered by separate invoice.

TSC's geotechnical investigation will not include services required to evaluate the likelihood of the site being contaminated by hazardous materials or other pollutants. Should an environmental investigation be desired by you, please contact the undersigned for a separate proposal.

The Illinois Department of Labor (IDOL) has taken the position that Core Drilling/Soil Testing is a covered activity under the Illinois Prevailing Wage Act (IPWA). This project, along with all other transportation and infrastructure related projects is now under the guidelines of IPWA enforcement. The unit prices provided in the attached fee schedule are meant to comply with the IPWA, and therefore should be in agreement with the position taken by the IDOL.

Closure:

The geotechnical services being performed are subject to TSC's attached General Conditions. Unless stated otherwise, TSC fees include all state and federal taxes and permits that may be required; however, they do not include any license, permits or bond fees that local governments may impose. The local fees, if any, will be added to the invoice. Unless we receive written instructions to the contrary, invoices will be sent to:

Crawford, Murphy & Tilly, Inc.
Attn: Accounts Payable
2750 West Washington Street
Springfield, Illinois 62702-3497
Phone: 217.787.8050

If this proposal meets with your approval, please indicate your acceptance by signing one copy and returning it to our DeKalb, Illinois office. Your consideration of our proposal is appreciated. We look forward to being of service to you on this project.

Respectfully submitted,

TESTING SERVICE CORPORATION

Steven R. Koester, P.E.
Vice President

Enc. Cost Estimate
General Conditions
Project Data Sheet

Approved and accepted for CMT by:

Brian Welker -
(NAME)

Senior Vice President and COO
(TITLE)

March 2, 2020
(DATE)

COST ESTIMATE

Resurface Runway 2/20
DeKalb Taylor Municipal Airport
3232 Pleasant Street
DeKalb, Illinois
P.N. 64,613

	ITEM	UNITS	QTY	RATES	COST
STAKING AND UTILITY CLEARANCE SERVICES					
1.1	Two Person Crew	Hour	0.0	220.00	$ 0.00
1.2	Layout Crew Technician to Mark Test Locations in the Field, Reconnaissance an/or Arrange for Clearance of Underground Utilities (it is understood that CMT will mark the boring locations in the field prior to our field work)	Hour	1.0	110.00	$ 110.00
OBTAIN PERMITS (Assumes no permit charges will be required)					
2.1	Bond, Permit and Associated Charges	At Cost	0.0	0.00	$ 0.00
DRILLING, SAMPLING AND CORING - Prevailing Wage					
3.1	Drill Rig with 2-Man Drill Crew (Portal to Portal)	Lump Sum	1.0	3,300.00	$ 3,300.00
DRILL RIG WITH 2-MAN DRILL CREW - PREVAILING WAGE (Travel, Drilling, Sampling, Standby and/or Obstruction Time)					
4.1	Regular Time (Up to 8.0 hours per Day)	Hour	0.0	375.00	$ 0.00
4.2	Overtime (Over 8.0 hours per Day)	Hour	0.0	525.00	$ 0.00
4.3	Out of Town Living Expenses for 2-Person Drill Crew	Per Day	0.0	250.00	$ 0.00
PAVEMENT CORING EQUIPMENT Includes coring equipment with nominal 4-inch or 6-inch diameter barrel for retrieving pavement materials; drill rig will be used to power auger through base course/subbase materials.					
5.1	Bit Wear - per inch of asphalt pavement	Inch	60.0	5.50	$ 330.00
5.2	Bit Wear - per inch of PCC Pavement	Inch	0.0	5.50	$
5.3	Patch Holes with Cold Patch Asphalt or Non-Shrink Grout	Each	4.0	10.00	$ 40.00
5.4	Generator Use	Day	0.0	65.00	$ 0.00
5.5	Vehicle Mileage	Per Mile	0.0	0.60	$ 0.00
5.6	Engineer to measure and describe core samples in laboratory	Lump Sum	1.0	100.00	$ 100.00
TRAFFIC CONTROL					
6.1	Single Flagman or Third Flagman	Hour	0.0	112.50	$ 0.00
6.2	2-Man Flagging Crew, Regular Time (Traffic Control Firm - prices subject to change)	Hour	0.0	225.00	$ 0.00

	ITEM	UNITS	QTY	RATE	COST
6.3	2-Man Flagging Crew, Overtime (Traffic Control Firm - prices subject to change)	Hour	0.0	292.50	$ 0.00
6.4	Truck/Trailer Mounted Attenuator (TMA)	Hour	0.0	175.00	$ 0.00
6.5	TSC Pickup and Arrowboard/Signage/Cones	Day	0.0	140.00	$ 0.00
LABORATORY TESTING					
7.1	Examine Samples to Describe by Textural System and Classify Using the Unified Soil Classification System	Each	18.0	4.00	$ 72.00
7.2	Water Content Determination (Includes Pocket Penetrometer Reading on Cohesive Samples)	Each	16.0	7.00	$ 112.00
7.3	Unconfined Compressive Strength of Cohesive Soils (or Torvane Shear Strength Measurement)	Each	2.0	14.00	$ 28.00
7.4	Dry Unit Weight Determination	Each	2.0	7.00	$ 14.00
7.5	Sieve Analysis with #200 Wash	Each	0.0	90.00	$ 0.00
7.6	Sieve Analysis with Hydrometer	Each	2.0	130.00	$ 260.00
7.7	Atterberg Limit Determinations	Each	2.0	100.00	$ 200.00
7.8	Organic Content (L.O.I. & Wet Combustion)	Each	1.0	100.00	$ 100.00
7.9	pH Test	Each	0.0	30.00	$ 0.00
7.10	Shrinkage Factor of Soil, ASTM D427	Each	0.0	75.00	$ 0.00
7.11	Moisture/Density Relationship of Soils (Modified Proctor)	Each	1.0	205.00	$ 205.00
7.12	California Bearing Ratio (CBR) Test with Supporting Tests	Each	1.0	585.00	$ 585.00
PROJECT ADMINISTRATION, ENGINEERING, ANALYSIS AND REPORTING PERSONNEL					
8.1	Prepare Report with Boring Logs and Location Plan	Lump Sum	1.0	900.00	$ 900.00
8.2	Principal Geotechnical Engineer, P.E.	Hour	0.0	200.00	$ 0.00
8.3	Geotechnical Engineer, P.E.	Hour	0.0	160.00	$ 0.00
8.4	Secretary	Hour	0.0	55.00	$ 0.00
				ESTIMATED TOTAL:	$ 6,356.00
				RECOMMENDED BUDGET:	**$ 6,350.00**

TSC

TESTING SERVICE CORPORATION

GENERAL CONDITIONS

Geotechnical and Construction Services

1. PARTIES AND SCOPE OF WORK: If Client is ordering the services on behalf of another, Client represents and warrants that Client is the duly authorized agent of said party for the purpose of ordering and directing said services, and in such case the term "Client" shall also include the principal for whom the services are being performed. Prices quoted and charged by TSC for its services are predicated on the conditions and the allocations of risks and obligations expressed in these General Conditions. Unless otherwise stated in writing, Client assumes sole responsibility for determining whether the quantity and the nature of the services ordered by Client are adequate and sufficient for Client's intended purpose. Unless otherwise expressly assumed in writing, TSC's services are provided exclusively for client. TSC shall have no duty or obligation other than those duties and obligations expressly set forth in this Agreement. TSC shall have no duty to any third party. Client shall communicate these General Conditions to each and every party to whom the Client transmits any report prepared by TSC. Ordering services from TSC shall constitute acceptance of TSC's proposal and these General Conditions.

2. SCHEDULING OF SERVICES: The services set forth in this Agreement will be accomplished in a timely and workmanlike manner. If TSC is required to delay any part of its services to accommodate the requests or requirements of Client, regulatory agencies, or third parties, or due to any cause beyond its reasonable control, Client agrees to pay such additional charges, if any, as may be applicable.

3. ACCESS TO SITE: TSC shall take reasonable measures and precautions to minimize damage to the site and any improvements located thereon as a result of its services or the use of its equipment; however, TSC has not included in its fee the cost of restoration of damage which may occur. If Client desires or requires TSC to restore the site to its former condition, TSC will, upon written request, perform such additional work as is necessary to do so and Client agrees to pay to TSC the cost thereof plus TSC's normal markup for overhead and profit.

4. CLIENT'S DUTY TO NOTIFY ENGINEER: Client represents and warrants that Client has advised TSC of any known or suspected hazardous materials, utility lines and underground structures at any site at which TSC is to perform services under this Agreement. Unless otherwise agreed in writing, TSC's responsibility with respect to underground utility locations is to contact the Illinois Joint Utility Locating Information for Excavators for the location of public, but not private, utilities.

5. DISCOVERY OF POLLUTANTS: TSC's services shall not include investigation for hazardous materials as defined by the Resource Conservation Recovery Act, 42 U.S.C.§ 6901, et, seq., as amended ("RCRA") or by any state or Federal statute or regulation. In the event that hazardous materials are discovered and identified by TSC, TSC's sole duty shall be to notify Client.

6. MONITORING: If this Agreement includes testing construction materials or observing any aspect of construction of improvements, Client's construction personnel will verify that the pad is properly located and sized to meet Client's projected building loads. Client shall cause all tests and inspections of the site, materials and work to be timely and properly performed in accordance with the plans, specifications, contract documents, and TSC's recommendations. No claims for loss, damage or injury shall be brought against TSC unless all tests and inspections have been so performed and unless TSC's recommendations have been followed.

TSC's services shall not include determining or implementing the means, methods, techniques or procedures of work done by the contractor(s) being monitored or whose work is being tested. TSC's services shall not include the authority to accept or reject work or to in any manner supervise the work of any contractor. TSC's services or failure to perform same shall not in any way operate or excuse any contractor from the performance of its work in accordance with its contract. "Contractor" as used herein shall include subcontractors, suppliers, architects, engineers and construction managers.

Information obtained from borings, observations and analyses of sample materials shall be reported in formats considered appropriate by TSC unless directed otherwise by Client. Such information is considered evidence, but any inference or conclusion based thereon is, necessarily, an opinion also based on engineering judgment and shall not be construed as a representation of fact. Subsurface conditions may not be uniform throughout an entire site and ground water levels may fluctuate due to climatic and other variations. Construction materials may vary from the samples taken. Unless otherwise agreed in writing, the procedures employed by TSC are not designed to detect intentional concealment or misrepresentation of facts by others.

7. DOCUMENTS AND SAMPLES: Client is granted an exclusive license to use findings and reports prepared and issued by TSC and any sub-consultants pursuant to this Agreement for the purpose set forth in TSC's proposal provided that TSC has received payment in full for its services. TSC and, if applicable, its sub-consultant, retain all copyright and ownership interests in the reports, boring logs, maps, field data, field notes, laboratory test data and similar documents, and the ownership and freedom to use all data generated by it for any purpose. Unless otherwise agreed in writing, test specimens or samples will be disposed immediately upon completion of the test. All drilling samples or specimens will be disposed sixty (60) days after submission of TSC's report.

8. TERMINATION: TSC's obligation to provide services may be terminated by either party upon (7) seven days prior written notice. In the event of termination of TSC's services, TSC shall be compensated by Client for all services performed up to and including the termination date, including reimbursable expenses. The terms and conditions of these General Conditions shall survive the termination of TSC's obligation to provide services.

within (15) days of payment from owner

9. PAYMENT: Client shall be invoiced periodically for services performed. Client agrees to pay each invoice within ~~thirty (30) days of its receipt. Client further agrees to pay interest on all amounts invoiced and not paid or objected to in writing for valid cause within sixty (60) days at the rate of twelve (12%) per annum (or the maximum interest rate permitted by applicable law, whichever is the lesser) until paid and TSC's costs of collection of such amounts, including court costs and reasonable attorney's fees.~~

10. WARRANTY: TSC's professional services will be performed, its findings obtained and its reports prepared in accordance with these General Conditions and with generally accepted principles and practices. In performing its professional services, TSC will use that degree of care and skill ordinarily exercised under similar circumstances by members of its profession. In performing physical work in pursuit of its professional services, TSC will use that degree of care and skill ordinarily used under similar circumstances. This warranty is in lieu of all other warranties or representations, either express or implied. Statements made in TSC reports are opinions based upon engineering judgment and are not to be construed as representations of fact.

~~Should TSC or any of its employees be found to have been negligent in performing professional services or to have made and breached any express or implied warranty, representation or contract, Client, all parties claiming through Client and all parties claiming to have in any way relied upon TSC's services or work agree that the maximum aggregate amount of damages for which TSC, its officers, employees and agents shall be liable is limited to $50,000 or the total amount of the fee paid to TSC for its services performed with respect to the project, whichever amount is greater.~~

~~In the event Client is unwilling or unable to limit the damages for which TSC may be liable in accordance with the provisions set forth in the preceding paragraph, upon written request of Client received within five days of Client's acceptance of TSC's proposal together with payment of an additional fee in the amount of 5% of TSC's estimated cost for the services (to be adjusted to 5% of the amount actually billed by TSC for its services on the project at time of completion), the limit on damages shall be increased to $500,000 or the amount of TSC's fee, whichever is the greater. This charge is not to be calculated as being a charge for insurance of any type, but is charged in consideration for the exposure to an award of greater damages.~~

11. INDEMNITY: Subject to the provisions set forth herein, TSC and Client hereby agree to indemnify and hold harmless each other and their respective shareholders, directors, officers, partners, employees, agents, subsidiaries and division (and each of their heirs, successors, and assigns) from any and all claims, demands, liabilities, suits, causes of action, judgments, costs and expenses, including reasonable attorneys' fees, arising, or allegedly arising, from personal injury, including death, property damage, including loss of use thereof, due in any manner to the negligence of either of them or their agents or employees or independent contractors. In the event both TSC and Client are found to be negligent or at fault, then any liability shall be apportioned between them pursuant to their pro rata share of negligence or fault. TSC and Client further agree that their liability to any third party shall to the extent permitted by law, be several and not joint. ~~The liability of TSC under this provision shall not exceed the policy limits of insurance carried by TSC.~~ Neither TSC nor Client shall be bound under this indemnity agreement to liability determined in a proceeding in which it did not participate represented by its own independent counsel. The indemnities provided hereunder shall not terminate upon the termination or expiration of this Agreement, but may be modified to the extent of any waiver of subrogation agreed to by TSC and paid for by Client.

12. SUBPOENAS: TSC's employees shall not be retained as expert witnesses except by separate, written agreement. Client agrees to pay TSC pursuant to TSC's then current fee schedule for any TSC employee(s) subpoenaed by any party as an occurrence witness as a result of TSC's services.

13. OTHER AGREEMENTS: TSC shall not be bound by any provision or agreement (i) requiring or providing for arbitration of disputes or controversies arising out of this Agreement or its performance, (ii) wherein TSC waives any rights to a mechanics lien or surety bond claim; (iii) that conditions TSC's right to receive payment for its services upon payment to Client by any third party or (iv) that requires TSC to indemnify any party beyond its own negligence These General Conditions are notice, where required, that TSC shall file a lien whenever necessary to collect past due amounts. This Agreement contains the entire understanding between the parties. Unless expressly accepted by TSC in writing prior to delivery of TSC's services, Client shall not add any conditions or impose conditions which are in conflict with those contained herein, and no such additional or conflicting terms shall be binding upon TSC. The unenforceability or invalidity of any provision or provisions shall not render any other provision or provisions unenforceable or invalid. This Agreement shall be construed and enforced in accordance with the laws of the State of Illinois. In the event of a dispute arising out of or relating to the performance of this Agreement, the breach thereof or TSC's services, the parties agree to try in good faith to settle the dispute by mediation under the Construction Industry Mediation Rules of the American Arbitration Association as a condition precedent to filing any demand for arbitration, or any petition or complaint with any court. Paragraph headings are for convenience only and shall not be construed as limiting the meaning of the provisions contained in these General Conditions.

ATTACHMENT L (Optional)

SUMMARY OF PAYROLL BURDEN AND FIXED COSTS

	% of Direct Productive Payroll
Federal Insurance Contributions Act	
State Unemployment Compensation	
Federal Unemployment Compensation	
Workmen's Compensation Insurance	
Paid Holidays, Vacation, Sick Leave	
Bonus	
Pension	
Group Insurance	
TOTAL PAYROLL BURDEN & FRINGE COSTS	%

NOTE:
A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

ATTACHMENT M (Required)

SUMMARY OF OVERHEAD AND INDIRECT COSTS

CRAWFORD, MURPHY & TILLY, INC.
SUMMARY OF INDIRECT OVERHEAD COST
AUDITED CALENDAR YEAR 2018
AND PROVISIONAL 2018/2019

CMT ACCOUNT NUMBER	ACCOUNT NAME	% OF DIRECT LABOR COSTS	
	PAYROLL BURDEN AND FRINGE BENEFITS		
6151	FICA Tax	12.63%	
6102, 6103, 6170	Paid Time Off (Vacation, Holidays and Sick Leave)	18.51%	
6154, 6156, 6158	Group Medical, Life, Workers Comp, Disability and Unemployment Insurance	12.79%	
6159, 6160	Employee Retirement Plan Contributions	12.42%	56.35%
	GENERAL & ADMINISTRATIVE OVERHEAD EXPENSE		
6104-6119	Indirect Salaries - Not Allocable to Projects	59.17%	
6222, 6264	Miscellaneous Taxes	1.28%	
6231	Professional Fees	4.15%	
6251	Rent	10.86%	
6252	Utilities	0.87%	
6271	Telephone & Data	3.51%	
6253-6254	Maintenance, Repairs & Supplies	1.93%	
6261-6265	Office Supplies, Shipping & Reproduction	1.60%	
6281, 6284	Seminars, Registration & Education	2.55%	
6291,92,95,6321-23	Travel & Vehicle Expense	4.36%	
6331, 6332	Business Insurance	2.99%	
6351,52,61,62,69	Equipment Expense, Repairs & Maintenance	1.52%	
6366, 6367, 6368	Computer Expense & Supplies	9.59%	
6371,6372,6381,6382	Maps, Reference Books, Engineering & Survey Supplies	0.78%	
6401+COFC	Depreciation & Cost of Facilities Capital (0.57%)	5.91%	110.87%
	TOTAL OVERHEAD		167.22%

NOTE: A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

ATTACHMENT N

PROJECT CERTIFICATION

Airport: _____ Letting Date: _____
IL Project No.: _____
Federal Project No.: _____
Contract No: _____

Project Description: _____

_____

Pursuant to Federal Aviation Regulations, Part 152, as amended, and as a condition to receiving any Federal and/or State financial assistance through a Grant Offer from the FAA and/or the State of Illinois - Department of Transportation for the proposed airport development project, it is hereby represented, to the best of our knowledge, information, and belief that:

1. The Consultant has been selected to provide the necessary professional services for the project described herein and identified in the Professional Services Request For Qualifications (RFQ).
   Selection Date (Required):_____ Copy of Retainer attached (ATTACHMENT U).
2. Project is clearly delineated on the currently approved Airport Layout Plan.
   Approval Date (Required):_____.
3. Project is environmentally cleared. [ ] CatEx [ ] EA [ ] EIS [ ] FONSI
   Approval Date (Required):_____.
4. All Corps/EPA permits and other regulatory agency reviews/approvals/mitigation have been satisfied and there are no known encumbrances to the completion of the project.
   [ ] Yes [ ] No.
5. Plans were prepared in accordance with FAA approved standards and advisory circulars; and, the specifications were prepared in accordance with the FAA approved *Illinois Standard Specifications For Construction Of Airports*, along with the Division of Aeronautics' most current Policy Memorandums and "Handout" Specifications, except as noted by attached Modification of Standards (MOS) which has been addressed and justified in the engineering report and submitted to and approved by the FAA and Engineer of Design. [ ] Yes [ ] No.
   Approval Date of MOS (If applicable):_____.
6. The design conforms to the approved project scope. [ ] Yes [ ] No.
7. Provisions have been included for safety during construction (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction). [ ] Yes [ ] No.
8. The plans, special provisions and quantities have been thoroughly checked in accordance with best management practices by the Consultant for accuracy and consistency, and are in conformance with AC 150/5300-13 (latest edition). All contract deliverables referenced in Section I.F. DELIVERABLES have been submitted, received and determined acceptable.
   [ ] Yes [ ] No.

Date _____ By: _____
Design Engineer (Consultant)

Date _____ By: _____
Sponsor

Date _____ By: _____ P.E.
Department Design Engineer

Date _____ By: _____ P.E.
Engineer of Design

ATTACHMENT O

DBE FINAL DOCUMENTATION

Illinois Department of Transportation

Prime Consultant

Name _____
Address _____
_____
Telephone _____

DBE Subconsultant

Name _____
Address _____
_____
Telephone _____

Subject

Airport _____
Illinois Project No. _____
Federal Project No _____

Contract Amounts

Consultant Contract Amount _____
DBE Contract Amount _____
DBE Participation (%) _____

This documentation verifies the services provided and the amount paid to the DBE Subconsultant on the above captioned contract. The undersigned certifies that the services reported herein were executed by the DBE, that the DBE actually provided the services and that the services reported herein conform to the services reported in the approved Professional Services Agreement together with any amendments approved by the Sponsor and/or Division as applicable.

Description of Service Provided	Contract Amount	Amount Paid	Difference (+/-)
1.			
2.			
3.			
4.			
5.			
6.			
Totals			

DBE Contract amount has been met or exceeded [ ] Yes [ ] No *(check one)*.

DBE Contract amount not met – Shortfall $_____ *(documentation explaining shortfall attached)*.

Prime Consultant

_____
Print Name

_____
Title

_____
Signature

_____
Date

DBE Subconsultant

_____
Print Name

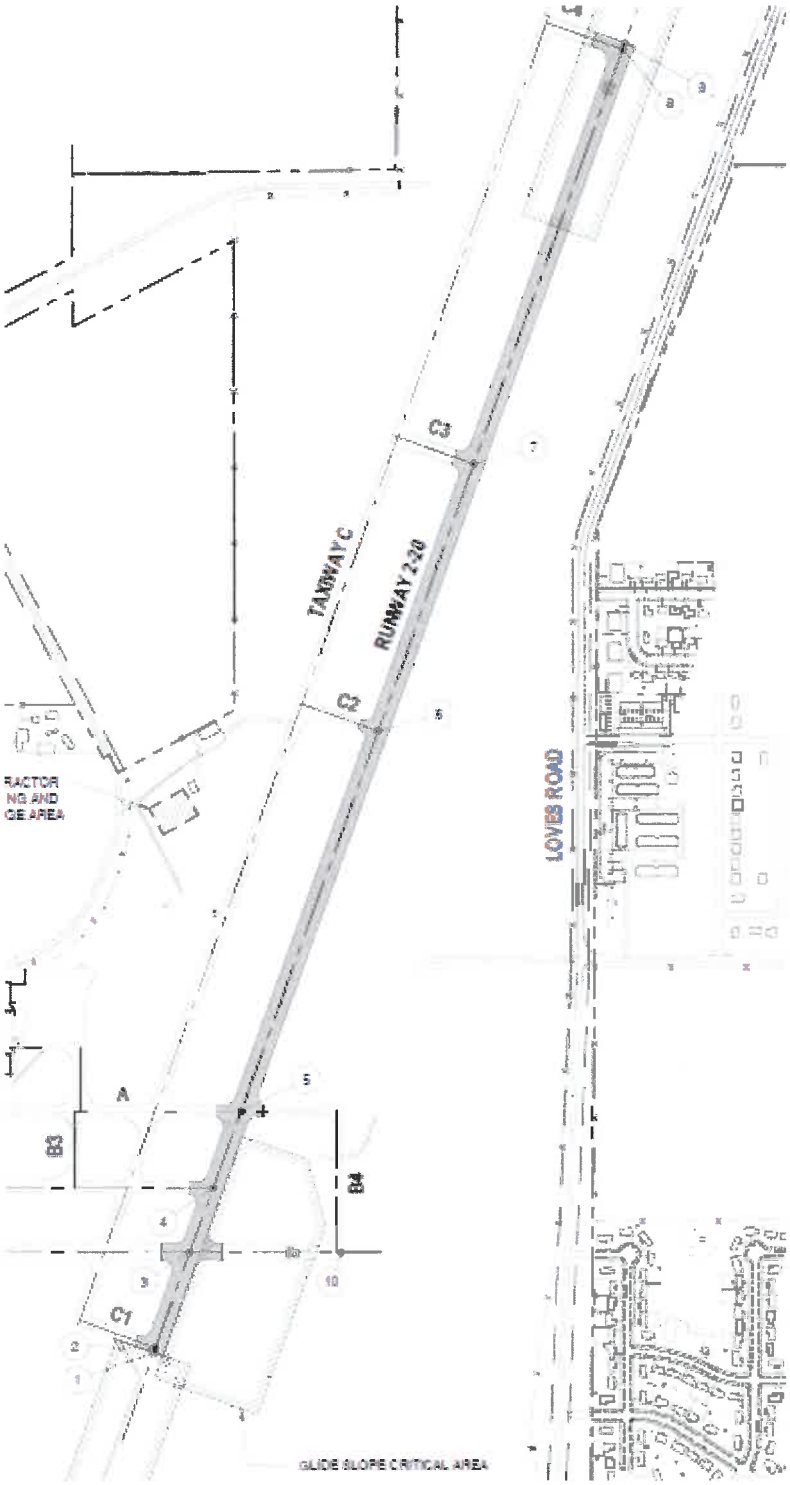
_____
Title

_____
Signature

_____
Date

ATTACHMENT P

PROJECT SKETCH



ATTACHMENT Q

PROJECT LETTING SCHEDULE

PRELIMINARY PROJECT SCHEDULE

The proposed anticipated project schedule is as follows. An updated project schedule will be established at the pre-design conference and included within the Engineering Report. The schedule is contingent upon reasonable response and reviews being provided the consultant prior to each subsequent delivery date.

Schedule Item	Anticipated Duration	Due Date
Pre-Design Meeting	-	February 4, 2020
Engineering Report (35%) (IDA granted extension)	5 Weeks	March 13, 2020
Agency/Owner Review of Des. Rpt 35% Comments	2 Weeks	March 27, 2020
Develop Preliminary Plans & Specifications (80%)	8 Weeks	May 8, 2020
Agency/Owner Review of 80% Plans Comments	2 Weeks	May 22, 2020
Develop Final Plans & Specifications (100%)	2 Weeks	June 5, 2020
Service Bulletin	3 Weeks	June 26, 2020
IDOT Letting	-	July 31, 2020
Award Date	-	September 25, 2020

It is agreed that delays in the consultant receiving agency comments and approvals beyond the review period presented will result in a revised, mutually agreeable schedule for subsequent submittals.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS
2020 LETTING SCHEDULE WITH ASSOCIATED DATES

22 week design timeline (154 calendar days)

CONSULTANT EFFORT LEVEL				Internal IDOT Deadlines					
START (0%)	35%	80%	100%						
PreDesign Meeting Target Date 30 weeks	Engineering Report to IDA for Comments 22 weeks	Sealed Plans and Specifications to IDA for Comments 12 weeks	Approved Final Plans and Specifications to IDA 8 weeks	Recommendation Memo 7 weeks	Transfer Bid Documents for Publication 6 weeks	Service Bulletin 5 weeks	IDOT Letting Date	Award 8 weeks	Start to Work 10 weeks
16-Nov-2018	11-Jan-2019	22-Mar-2019	19-Apr-2019	26-Apr-2019	03-May-2019	10-May-2019	14-Jun-2019	09-Aug-2019	23-Aug-2019
04-Jan-2019	01-Mar-2019	10-May-2019	07-Jun-2019	14-Jun-2019	21-Jun-2019	28-Jun-2019	02-Aug-2019	27-Sep-2019	11-Oct-2019
22-Feb-2019	19-Apr-2019	28-Jun-2019	26-Jul-2019	02-Aug-2019	09-Aug-2019	16-Aug-2019	20-Sep-2019	15-Nov-2019	01-May-2020
12-Apr-2019	07-Jun-2019	16-Aug-2019	13-Sep-2019	20-Sep-2019	27-Sep-2019	04-Oct-2019	08-Nov-2019	03-Jan-2020	01-May-2020
14-Jun-2019	09-Aug-2019	18-Oct-2019	15-Nov-2019	22-Nov-2019	29-Nov-2019	06-Dec-2019	17-Jan-2020	13-Mar-2020	01-May-2020
09-Aug-2019	04-Oct-2019	13-Dec-2019	10-Jan-2020	17-Jan-2020	24-Jan-2020	31-Jan-2020	06-Mar-2020	01-May-2020	15-May-2020
27-Sep-2019	22-Nov-2019	31-Jan-2020	28-Feb-2020	06-Mar-2020	13-Mar-2020	20-Mar-2020	24-Apr-2020	19-Jun-2020	03-Jul-2020
15-Nov-2019	10-Jan-2020	20-Mar-2020	17-Apr-2020	24-Apr-2020	01-May-2020	08-May-2020	12-Jun-2020	07-Aug-2020	21-Aug-2020
03-Jan-2020	28-Feb-2020	08-May-2020	05-Jun-2020	12-Jun-2020	19-Jun-2020	26-Jun-2020	31-Jul-2020	25-Sep-2020	09-Oct-2020
21-Feb-2020	17-Apr-2020	26-Jun-2020	24-Jul-2020	31-Jul-2020	07-Aug-2020	14-Aug-2020	18-Sep-2020	13-Nov-2020	01-May-2021

ATTACHMENT R

OP&P PROGRAM LETTER

Illinois Department of Transportation
Office of Planning and Programming
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 1, 2019

Mr. Tom Cleveland
Airport Manager
DeKalb Taylor Municipal Airport
3232 Pleasant Street
DeKalb, IL 60115

Mr. Cleveland,

The Illinois Department of Transportation's Airport Improvement Program provides funding for projects at airports throughout the state to ensure the continuation of safe and efficient operations at these facilities and maximize opportunities for economic development in Illinois.

The project detailed herein was selected for your airport based on project requests submitted to the Department during the Transportation Improvement Program (TIP) meetings. This program is based on Federal Aviation Administration (FAA) funding levels established in federal legislation which provide for a minimum of $1 million in entitlement funds for primary airports and a maximum of $150,000 entitlement funds for non-primary airports. Federal legislation calls for a maximum 90% federal participation. As such, the state and local match will be 5% each for all projects which are eligible for state funding. All other federal projects which are not eligible for state funds will require a minimum 10% local match.

Funding for the Illinois Airport Improvement Program is dependent upon receipt of Federal funds and legislative authorization of state appropriations. In addition, proposed development and land acquisition must be shown on an approved ALP, have cleared environmental processing, and the land already acquired or have a signed purchase agreement. For projects seeking Federal Discretionary Funds projects, these requirements must be completed, and evidence of completion provided to Aeronautics by October 1, 2019, before a project can be considered for funding.

The Department and the Airport Sponsor hereby specifically agree that they shall pay the above defined percentages of all project costs. In addition, the GRANTEE shall pay such additional project costs which exceed the sum of the GRANTOR's funds and the Federal funds, as are herein committed for this Project. **In the event your project exceeds these budget totals, the Sponsor may elect to pay any additional project costs which exceed the total sum of state and federal funds as planned and programmed to complete the project. If additional funds are deemed necessary post award, an amendment to the Agency Agreement with the Department must be developed and approved by the Department and the FAA before any additional funding may be allocated.**

In the event the Illinois General Assembly fails to appropriate funds, or sufficient funds are otherwise not made available for these projects, the Airport Sponsor will be required to pay the state and local costs as itemized below. This will include any amount which exceeds the totals listed.

Projects were selected based on the FAA's National Priority System as well as other state and local priorities. The Department has programmed the following project to be included in the FFY 2020 Proposed Airport Improvement Program for your airport:

The project **"Resurface Runway 2-20"** will be funded as follows:

Federal Non-Primary Airport Discretionary Funds	$3,750,000
Federal Non-Primary Entitlement Funds	$300,000
State Match	$225,000
Local Match	$225,000
Total Project Cost	$4,500,000

*** This project is seeking AIP Federal Discretionary Funds from the Federal Aviation Administration (FAA) and until such time the funds are received by the Department this project is not guaranteed.**

The Office of Intermodal Project Implementation (Aeronautics) letting schedule for construction projects must be strictly followed to ensure projects are advertised and brought to letting in an organized manner. The letting schedule allows for 30 weeks to develop a project from the date of the pre-design meeting to the letting.

To ensure eligibility of professional services for state and federal funding participation, you are required to satisfy the qualifications based selection process and enter into a retainer agreement, or professional services A/E agreement with the consultant of record selected for the project prior to any costs being incurred. This should take place prior to the project initiation/pre-design meeting. Aeronautics will facilitate this process, as well as the initial development and review of fees.

The project contained in this letter is officially programmed for development provided all state and federal requirements have been met. It is now the Airport Sponsor's responsibility to initiate the professional services phase of the project. Please contact Aeronautics, either directly or through your consultant, to schedule a project initiation meeting.

Please contact Mr. Alan Mlacnik, P.E. – Bureau Chief of Airport Engineering at 217.785.4884 to initiate this project. **Please initiate this project within 12 months of the date of this letter or this project will no longer be considered programmed. Projects are initiated by scheduling a predesign meeting for design/construction projects or a project initiation meeting for planning and environmental projects.**

ATTACHMENT S

CURRENT IDOT PROVISIONAL PAYROLL BURDEN / FRINGE EXPENSE AND GENERAL / ADMINISTRATIVE EXPENSE RATE LETTER

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 22, 2019

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Roger Driskell
CRAWFORD, MURPHY, & TILLY, INC.
2750 West Washington Street
Springfield, IL 62702

Dear Roger Driskell,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2018. Your firm's total annual transportation fee capacity will be $94,200,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 167.22% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2019. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Jack Elston, P.E.
Bureau Chief
Bureau of Design and Environment

ATTACHMENT T

CONSULTANT'S PRELIMINARY ESTIMATE OF PROBABLE CONSTRUCTION COSTS

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS

RESURFACE RUNWAY 2-20

ILLINOIS PROJECT NO.: DKB-4800
SBG PROJECT NO.: 3-17-SBGP-TBD

May 8, 2020

ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT PRICE	ESTIMATED TOTAL COST
AR125941	ADJUST STAKE MOUNTED LIGHT	EACH	85	$450.00	$ 38,250.00
AR125942	ADJUST BASE MOUNTED LIGHT	EACH	16	$1,000.00	$ 16,000.00
AR125945	ADJUST SPLICE CAN	EACH	10	$750.00	$ 7,500.00
AR125948	ADJUST PAPI	EACH	2	$20,000.00	$ 40,000.00
AR150510	ENGINEER'S FIELD OFFICE	LS	1	$24,000.00	$ 24,000.00
AR150520	MOBILIZATION	LS	1	$244,549.02	$ 244,549.02
AR152480	SHOULDER ADJUSTMENT	SY	33,460	$8.00	$ 267,680.00
AR156520	INLET PROTECTION	EACH	20	$250.00	$ 5,000.00
AR201561	CLEAN & SEAL BITUMINOUS CRACKS	LF	7,000	$6.75	$ 47,250.00
AR201563	SAND MIX CRACK REPAIR	LF	1,400	$25.00	$ 35,000.00
AR401610	BITUMINOUS SURFACE COURSE	TON	10,420	$100.00	$ 1,042,000.00
AR401620	BITUMINOUS SURFACE COURSE, LEVELING	TON	14,010	$100.00	$ 1,401,000.00
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	$25,000.00	$ 25,000.00
AR401640	BITUMINOUS PAVEMENT GROOVING	SY	63,294	$4.45	$ 281,658.30
AR401650	BITUMINOUS PAVEMENT MILLING	SY	78,065	$4.75	$ 370,808.75
AR401665	BUTT JOINT CONSTRUCTION	SY	4,110	$8.00	$ 32,880.00
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	50	$65.00	$ 3,250.00
AR603510	BITUMINOUS TACK COAT	GAL	26,340	$2.00	$ 52,680.00
AR630520	PAVEMENT MARKING - WATERBORNE	SF	95,920	$3.00	$ 287,760.00
AR705944	ADJUST UNDERDRAIN CLEANOUT	EACH	32	$750.00	$ 24,000.00
AR751943	ADJUST MANHOLE	EACH	1	$600.00	$ 600.00
AR901510	SEEDING	ACRE	7.0	$5,000.00	$ 35,000.00
AR905510	MULCHING	ACRE	7.0	$5,500.00	$ 38,500.00
				TOTAL ESTIMATED CONSTRUCTION COST =	$ 4,320,366.07

ATTACHMENT U

RETAINER AGREEMENT

Exhibit A – Scope of Services

Including Illinois Department of Transportation – Division of Aeronautics and Federal Aviation Administration Standard Conditions

WHEREAS, the Owner intends to sponsor the accomplishment of a development program in stages of the public air navigation facilities known as the **DeKalb Taylor Municipal Airport** located in Latitude 41°56'01.8" N, Longitude 88° 42'20.5" W, in **DeKalb** County, State of Illinois; and

WHEREAS, the development program shall include projects described as:

1. Preparation of necessary applications, environmental documentation, airspace request and other documentation for FAA and IDOT DOA grant funding for projects within the 5-year Transportation Improvement Proposal.
2. Land acquisition/land acquisition reimbursement, including various plat preparation, such as appraisal plats, easements, plats of survey, etc., clear zone obstructions surveys, technical advice, and environmental site assessments.
3. Replace Existing VASI units on Runway Ends 2, 20 and 27 with PAPI Units.
4. Technical Assistance including Environmental Evaluations, Engineering review and consultation for the Reimbursement Request for the Purchase of the Snow Removal Equipment (SRE) Building – Phase 1 and 2.
5. Crack Repair and Remark Runway 2/20 including Rehabilitation evaluation and design for Runway 2/20 including lead-in connecting Taxiways.
6. Removal and Replacement or Rehabilitation of existing Aircraft Parking Aprons.
7. Overlay, Rehabilitation and Restore crown and grade for Runway 2/20 including lead-in connecting Taxiways.
8. Remove and Replace Perimeter Security Fencing.
9. Rehabilitation of T-Hangar Taxiway pavements, Parking Lots, Roads and Aprons, Phases 1, 2 and 3.
10. Airport Utility Relocation Design and Development, Various Phases. Develop preliminary engineering and plans for the relocation of necessary utilities on the airport including the accommodation of future Airport Developments.
11. Enlarge Existing 1st Detention Basin and Construct 2nd Detention basin to accommodate future development including stormwater design, evaluation and engineering.
12. Preliminary Engineering, Site Engineering for future Hangar development and expansion.
13. Relocation of Pleasant Street including alignment, engineering and plan development to accommodate East Frontal Area development.
14. Expand large aircraft parking apron including engineering for the necessary construction of the apron and any connecting taxiways.

WHEREAS, the Department of Transportation, Division of Aeronautics, State of Illinois, is authorized Agent of the Owner under the proposed development program (it shall be hereinafter referred to as the "Division");

WHEREAS, the Engineer agrees to furnish an executed "Certification of Engineer" and certain professional engineering services enumerated hereinafter, in connection with the aforesaid development project.

I. ENGINEERING SERVICES

The Engineer agrees to furnish and perform the various professional engineering services required for the preparation of the above reference construction project as follows:

(A.) The Planning Phase

1. Upon request by the Owner, the Engineer agrees to attend meetings and provide any professional advice, guidance and assistance in planning for the projects included in

2

STANDARD AGREEMENT FOR CONSULTANT SERVICES AT ILLINOIS AIRPORTS FOR ARCHITECTURAL/ENGINEERING (A/E), PLANNING AND SPECIAL SERVICES
Authorized for use by
The Illinois Department of Transportation
Division of Aeronautics
Effective: June 2012

☐ Preliminary Assessment and Schematic Design ☒ Construction Phase Services

☐ Design Phase Services ☐ Planning and Special Services

THIS AGREEMENT, made at **DeKalb**, Illinois, this **28th** day of **September** in the year 20**20** by and between the **City of DeKalb** (hereinafter referred to as the "Sponsor"), and **Crawford, Murphy and Tilly, Inc.** (hereinafter referred to as the "Consultant"). This Agreement expires 5 years from the date of execution.

WITNESSETH

The Sponsor intends to undertake the accomplishment of a project pursuant to the development of a public air navigation facility known as the **DeKalb Taylor Municipal Airport (DKB)** in **DeKalb** County, state of Illinois; and the project shall be identified as the Illinois Project No. **DKB-4800**; AIP Project No. **3-17-SBGP-156**; The following is the detailed project title and description from the Illinois Department of Transportation's Office of Planning and Programming (OP&P) program letter which shall be carried through the development of the project (attach supplemental information as necessary in Section I.H., Detailed Scope of Services):

Resurface Runway 2/20

A detailed sketch of the proposed work, labeled ATTACHMENT P, shall be attached.

In consideration of the benefits which will accrue to the parties hereto by virtue of the Agreement and the respective covenants herein contained, IT IS MUTUALLY COVENANTED AND AGREED as follows:

The Consultant agrees to furnish executed "Certification of Engineer" and certain professional engineering services enumerated herein-after, in connection with the implementation and development of the aforesaid project.

The Department of Transportation, Division of Aeronautics within the state of Illinois shall act as Agent of the Owner/Sponsor for all matters involving the development of any public air navigation facility by virtue of the Illinois Aeronautics Act. The Illinois Aeronautics Act requires and directs the Illinois Department of Transportation, Division of Aeronautics (hereinafter referred to as the "Department") to "*regulate and supervise aeronautics within this state*", with "*aeronautics*" defined as "*...the design, establishment, construction, extension, operation, improvement, repair or maintenance of airports...*". The Department shall not expend any funds appropriated, or made available for any work upon any such project that is not contracted for and constructed or developed under the supervision or direction of the Department. Financial assistance may include reimbursement to eligible airport Sponsors for engineering costs directly related to projects financed in whole or in part by federal/state monies provided such engineering costs were approved by the Department prior to the payment of these costs by the airport Sponsor. The approval of engineering costs prior to payment shall qualify those costs for federal/state reimbursement but shall not constitute an obligation of federal/state funds.

Since the services contemplated under this Agreement are professional in nature, it is understood that the Consultant, acting as an individual, partnership, firm or other legal entity, is of professional status and will be governed by professional ethics in their relationship to the Department and the Sponsor. The Department acknowledges the professional and ethical status of the Consultant by approving this Agreement and the associated fees for federal/state eligibility (either in whole or part) on the basis of their qualifications and experience and determining their compensation by mutually satisfactory negotiations.

Any additions/deletions, revisions/modifications to this Agreement without the expressed written consent of the Department shall void this Agreement as it relates to state and federal funding participation eligibility.

I. ARCHITECTURAL/ENGINEERING (A/E), PLANNING AND SPECIAL SERVICES

The Consultant agrees to perform various professional engineering and planning services and provide necessary and required information pursuant to the accomplishment of the above referenced project.

It is understood that meetings will be common to all phases. The Consultant will coordinate project kick-off, pre-design and pre-construction meetings and project status update meetings, as required, in order to resolve project issues with the Department, Sponsor and/or other regulatory and review agencies. The Department shall be notified of scheduled agency meetings and given the opportunity to participate. Meetings for which effort will be billed shall be thoroughly documented by minutes with copies distributed to the Sponsor and the Department within 10 days of the meeting. Failure to properly document meeting discussions could result in the loss of part or all of the professional services compensation eligibility associated with this activity.

A. PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN – Not included in agreement

This phase includes activities required for agency coordination and permit development, non-routine surveys, testing and architectural/engineering preliminary design considerations of a project. Elements of this phase may include development of architectural schematic building designs and reports, non-routine geological and field investigations (soil borings and pavement cores), DCP testing, FWD testing (when used to evaluate pavement as part of a strengthening project), coordination of FAA reimbursable agreements, coordination of utility relocation agreements, coordination of force account activity (must be pre-approved by the Department in writing).

The Consultant shall furnish and/or perform engineering reconnaissance necessary for the preparation and development of an engineering report, bidding documents (design plans and specifications) including topographic field surveys, crack surveys, and sampling and testing for routine soils investigations (in accordance with ATTACHMENT J – Testing Schedule & ATTACHMENT K – Testing Rates & Cost Summary).

This phase will culminate in the submittal of a detailed engineering report with project alternatives and design recommendations and project completion timeline assessment.

The Consultant shall furnish an engineering report in accordance with standard practices and the provisions of ATTACHMENT E – Engineering Report. The report will include an analysis of preliminary surveys, geotechnical testing and alternative designs and include final project design recommendations.

The project completion timeline assessment will identify necessary effort required to complete the final project design (complete construction plans and specifications). This phase of project development will represent approximately 35% of the project design timeline. Project formulation should be consistent with the TIP submittal and the program letter project description (ATTACHMENT R). If not, identify components that have changed as a result of the preliminary assessment and schematic design analysis.

A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS A / A1.

B. DESIGN PHASE SERVICES – Not included in agreement

This phase shall include activities required to accomplish a project design in accordance with the established Aeronautics letting schedule project design timeline and approved letting date determined at the pre-design meeting. Requests for time extensions beyond the previously agreed-to submittal deadline dates (as established in the Department's Letting Schedule, ATTACHMENT Q, and this Agreement) must be made to the Department in writing not less than 5 days prior to the due date of the submittal. The request for extension must be signed by a principal/officer of the Consultant's firm. Incomplete submittals will not be accepted.

Milestone submittals include the engineering report (at 35% design timeline), plan / spec review (at 80% design timeline) and final submittal of all deliverables (at 100% design timeline). A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS B / B1. Elements of this phase may include:

1. CONSTRUCTION PLANS, SPECIAL PROVISIONS AND ESTIMATES

   The Consultant shall prepare and furnish for Department review and comment construction plans, special provisions and construction Safety Plan (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction) at the 80% project design timeline with detailed estimate of costs, estimated DBE participation goal and working/calendar day flow chart, for the particular design authorized in this Agreement.

2. CLARIFICATION OF PLANS

   The Consultant shall render clarification of the construction plans and specifications, when and if such clarification is deemed necessary.

3. BIDDING ASSISTANCE

   The Consultant shall assist the Sponsor and/or Department in the bidding process, analyze and summarize bid results.

C. CONSTRUCTION PHASE SERVICES

This phase shall include all basic services after the award. A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS C / C1.

1. OFFICE ENGINEERING

   a. SHOP DRAWINGS
      Review the detailed construction, shop and erection drawings submitted by the contractor(s) for compliance with design concepts.

   b. SUPPLEMENTARY SKETCHES
      Preparation of elementary and supplementary sketches plus estimates required to resolve actual field conditions.

   c. RECORD DRAWINGS
      The Consultant shall prepare Record Drawings within thirty (30) days after the official Notification from the Department of the Official Acceptance of the Construction Work; and after approval by the Department, furnish said Department with one (1) set of such record drawings. The submittal format shall be in accordance with the current policies of the Department.

   d. MATERIALS CERTIFICATION
      Prior to reporting a pay item quantity for payment, the materials used and incorporated in, or associated with the pay item, shall be verified for specification compliance by the Consultant. The Consultant shall obtain and review all certifications and/or test results required by the policies of the Department and the Department's *Manual for Documentation of Airport Materials*. At the completion of, or any time prior to the completion of the final quantity of a pay item, the Consultant shall submit the aforementioned material certifications and/or test results, that were utilized for acceptance of material, to the Department for review and final approval. Prior to final payment of engineering services under this agreement, the Consultant shall have submitted required certifications and test results to the Department, and the Consultant shall have signed the Department's MATERIALS CERTIFICATION FORM.

2. FIELD ENGINEERING

a. RESIDENT ENGINEER APPROVAL
The Consultant agrees to furnish the name and qualifications of the Resident Engineer in writing for approval of the participating agencies prior to the preconstruction conference that shall attend said preconstruction conference and shall perform the various professional engineering services required of the Resident Engineer in 2.b. thru 2.f. below and inspection of construction.

b. DAILY DIARY
The Resident Engineer shall maintain a daily diary. Copies shall be forwarded to the Department (ATTACHMENT F).

c. DUTIES OF RESIDENT ENGINEER
Furnish full time (unless part time is approved by the Sponsor and/or Department) Resident Engineering of construction including project inspection, field testing, and furnish surveying at the site of the work, whose duties shall include all reasonable, proper and customary duties as are usually and customarily furnished in connection with the general engineering of construction of such improvements, including but not limited to the following:

i. Performance of acceptance and quality assurance tests when required by Department policy and/or contract specification. Examples of these tests include but are not limited to: Testing concrete for slump and air content; testing concrete for strength; testing bituminous concrete pavement for density using the nuclear method and using the Bulk Specific Gravity Method. Obtaining representative samples of miscellaneous materials such as paint, geotextile fabric, joint sealer, epoxy, polyester resin, etc. for testing as necessary, and/or as directed by the Department; performance of field density tests of earthwork embankments, backfills and subgrade; field density tests of subbase and base courses, and moisture content tests on materials where applicable; and, laboratory proctor tests where applicable. Test Reports shall be submitted to the Department within three (3) working days of the date the test was conducted.

ii. Inspection/Measurement/Oversight of construction to determine that the work was completed in substantial conformance with the approved plans and specifications, and in compliance with the requirements set forth in the contract documents. All stop or start work orders shall be issued by the Department; the Resident Engineer shall recommend the orders. Document pay item quantities reported for pay in accordance with the latest revision of the Department's *Airport Construction Documentation Manual.*

iii. Preparation and forwarding to the Department of periodic project reports required by the Department. Bi-weekly construction reports will be submitted to the Department, within three (3) calendar days of the end of the contractor's work week.

iv. To obtain and review for specification compliance, material certifications and/or test results for all materials prior to their use in the construction.

v. To reject for inclusion in the project, any materials that are delivered without certification and/or test results, or materials delivered with certification that has been found to be in noncompliance, or any defect found through visual inspection which renders the material unsuitable for inclusion in the project. The Department shall be notified when any rejections are made. Materials that are delivered without certification and/or test results may be stockpiled or

stored in a manner acceptable to the Resident Engineer until such time as the certification and/or test result arrive and are reviewed and accepted by the Resident Engineer.

vi. Preparation of Reports required per the Sponsor's NPDES permit while providing on-site services, retaining all support documentation.

vii. Participate in audits performed to determine that the project is proceeding accordingly per the plans and specifications and adhering to AIP grant requirements.

d. FINAL INSPECTION
Initiate a request, upon substantial completion of all construction work, for a final inspection by the Department. When necessary, a punch list of uncompleted items and electrical checklist (if applicable) on the project shall be established at the final inspection. Submit a final acceptance letter (punch list complete) which shall certify to the Department and the Sponsor that, to the best of the Consultant's knowledge, information and belief, the work involved has been done in substantial conformance with the plans, specifications, and Contract Document, as the same shall have been modified, or supplemented by change order, supplementary contract or otherwise, and that such work is acceptable.

e. SAFEGUARD THE SPONSOR
Endeavor to safeguard the Sponsor against any defects and deficiencies on the part of the Contractor. The Resident Engineer does not guarantee the performance of the contract by the Contractor, except that the Resident Engineer shall ensure that, to the best of the Resident Engineer's knowledge, information and belief, the work has been done in substantial conformance with the approved plans and specifications and advise the Sponsor and/or the Department in writing of any known noncompliance set forth in the contract. This does not in any way mean that the Resident Engineer is a guarantor of the Contractor's work. The Resident Engineer assumes no responsibility for safety in, on or about the job site, nor shall the Resident Engineer have any responsibility for the safety or adequacy of any equipment, building component, scaffolding, forms or other work aids provided by the contractor; nor is the Resident Engineer responsible for the superintendence of the contractor's work or any acts of the contractor.

f. OTHER ENGINEERING SERVICES
Furnish other Engineering Services which may be required by the Sponsor, including surveys. sub-surface investigations, sampling, testing, and analysis of soils, offsite inspection of materials, laboratory testing, and inspection and control at central mixing plants. Where tests must be conducted by commercial laboratories, only those laboratories approved by the Department will be utilized. If any of these services are conducted by outside firms, the Resident Engineer shall submit copies of the executed contract for such services as specified in Section III.B., of this Agreement. The charges for such services shall be specified in the contract and will remain in effect until completion of the services and acceptance by the Consultant. Certified copies of the results of all tests required by the Department under this paragraph are to be mailed to the Department within five (5) calendar days after the tests are completed.

g. FINAL QUANTITIES
Final quantities associated with the accepted construction work shall be submitted to the Department within thirty (30) days after final acceptance of the construction work.

D. PLANNING AND SPECIAL SERVICES – Not included in agreement

This phase may involve activities or studies unrelated to or outside of the scope of basic design and construction phase engineering services routinely performed by the Consultant. Those activities may include master plan and airport layout plan development, environmental studies and assessments, PCI surveys, FWD testing (when used to evaluate pavement as part of a publication revision), first-order NGS monument surveys, boundary surveys, aeronautical surveys, photogrammetric surveys and topographic mapping, preparation of property ownership plats and easements, appraisal and land acquisition services, benefit / cost analysis studies, RSA determination studies, drainage studies and analyses, FEMA/FIRM map revisions and GIS updates. A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS D / D1.

E. ENDORSEMENT OF DOCUMENTS

The Consultant will endorse and seal all final draft reports, contract plans, maps, right of way plats, and special provisions for construction contract documents. Such endorsements must be made by a person, duly licensed or registered in the appropriate category by the Department of Financial and Professional Regulation of the state of Illinois, being employed by the Consultant and responsible for the portion of the services for which license registration is required. These sealed documents will serve as the record documents for the services covered by the terms of the Agreement.

F. DELIVERABLES

At a minimum, the Consultant shall provide the Department (copy Sponsor upon request) the following deliverables:

1. Final project estimate of costs complete w/ professional services fees and sponsor reimbursement estimates.
2. DBE participation goal and breakout of DBE work.
3. QA verification of ELM Engineers Estimate for Schedule of Prices.
4. Calendar day estimate of construction and detailed breakout of critical work items and associated production rates.
5. One set of final construction plans (half-size) and special provisions – sealed by the Consultant and executed by the Sponsor.
6. One copy of the construction Safety Plan (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction).
7. Original executed Consultant Project Certification (ATTACHMENT N).
8. Executed DBE Final Documentation (ATTACHMENT O).
9. Electronic copy/access of all information (via CD, electronic submittal or ftp site).

G. NOTICE-TO-PROCEED (NTP)

The Consultant shall not commence any phase of the work until the "official notice-to-proceed" (NTP) has been issued in writing either by the Sponsor or Department (via Office of Planning and Programming).

Services to be performed by the Consultant under this Agreement shall become eligible for funding participation consideration as of the date of the written NTP. The execution date of the consultant retainer agreement, or if project not included within the retainer agreement, the execution date of a consultant agreement for a single project after consultant selection, shall constitute the NTP. The Consultant shall schedule a project phase kick-off meeting (pre-design, pre-construction, etc.) with the Sponsor and the Department at the earliest possible convenience upon the Sponsor's receipt of this letter.

For projects not covered by a program letter or with program letter pending, the Sponsor may issue the written NTP with concurrence from the Department. In such cases, the Sponsor is fully liable for all costs incurred as a result of such authorization pending future reimbursement once the project is programmed and a program letter is issued. The Sponsor/Consultant is

required to schedule a project phase kick-off meeting (pre-design, pre-construction, etc) with the Sponsor and the Department at the earliest possible convenience.

A copy of the program letter shall be included as ATTACHMENT R of this Agreement.

In the absence of a written, dated notice-to-proceed, the execution date of this Agreement shall be used to determine the eligibility of service dates.

The Sponsor and the Department are not liable, and shall not authorize payment to the Consultant, for any services performed prior to the date of notice to proceed or the execution of this Agreement (whichever takes precedent). All effort, regardless of the notice-to-proceed authorization, is subject to review and eligibility funding determination.

H. DETAILED SCOPE OF SERVICES

Under this agreement the Engineer will provide construction phase services as provided for the project as described herein as **Resurface Runway 2/20.**

The construction phase engineering effort contained within this agreement has been based on the following additional scope related parameters, understanding of proposed improvements and anticipated level of effort:

I. Anticipated **May 3, 2021** Start of Contractor Work and Completion Date of **July 22, 2021**, which includes a 30 calendar-day shutdown period awaiting cure time of bituminous surface course prior to grooving.

II. No winter shutdown is anticipated for this project

III. Assume 12 hours per day worked by the Contractor

IV. Assume Contractor work schedule of 6 days/week for the initial 45 calendar - day duration prior to the 30 calendar-day shutdown period. After the shutdown period, assume five (5) continuous weekdays onsite for 24 hours/day to complete remaining grooving and marking work.

V. Engineering effort based on anticipated Contractor working days as follows: 42 working days of full-time inspection at 12 hours per day. An additional quality assurance engineer will be onsite during paving days (anticipated 24 total days), along with an assistant inspector/resident engineer as needed for various field visits when additional effort is required.

VI. All Engineering effort is expected to be completed by **August 22, 2021** (based on Contractor completion date).

VII. The anticipated effort and estimated manhours for each Task are defined within Attachments C, C-1, C-2 and C-3 contained within this contract.

II. CONSULTANT COMPENSATION

The Sponsor agrees to pay the Consultant as compensation for rendering the professional services hereinabove described and submitted using the standard Department invoice forms (ATTACHMENTS G & H). Burden and overhead rates entered into this Agreement shall be in effect for the length of the agreement and will not be adjusted, except as may be determined under an audit of costs by the Auditor General or the Department. The rates used in this Agreement shall be the latest audited or provisional approved rates by IDOT as of the date of execution of this Agreement (approval letter must be attached). Should the rate change in the time between the final approval notification of fees and the execution of this Agreement, hours will be adjusted accordingly so that there is no increase in the final approved not-to-exceed amount.

Any professional services effort performed beyond the not-to-exceed limits expressed below, and for which a future amendment will be sought, will be performed under all Agreement provisions as the original contracted work. The dollar value of such effort is not considered approved for payment until review and approval by the Department.

A. PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN – Not included in agreement
For services outlined in Section I.A., Preliminary Assessment and Schematic Design, and further detailed in Section I.H., Detailed Scope of Services,

1. a lump sum payment of $ **N/A** (representing approximately 35% of the total estimated professional services compensation for design phase services as determined from the TIP request). The fee shall be paid as a lump sum when the preliminary assessment and schematic design phase deliverables (outlined in Section I.A.) are approved and accepted by the Department.

B. DESIGN PHASE SERVICES – Not included in this Agreement
For services outlined in Section I.B., Design Phase Services, and further detailed in Section I.H., Detailed Scope of Services,

1. a cost plus a fixed payment of $ **N/A**

   total amount not to exceed $ **N/A** unless a major change or addition to the scope of services is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The payment of this fee shall be made in monthly installments submitted by the Consultant and approved by the Department. The final charges shall be submitted after the Design Phase Services have been performed, approved and all deliverables accepted by the Department in accordance with the guidance outlined in Section I.F. This period of time expires 30 days after award of the construction contract. Any submittal after this time shall not be considered eligible for payment / reimbursement by the Department unless extended by the Department.

2. a lump sum payment of $ **N/A** unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The fee shall be paid as a lump sum when the design phase deliverables (outlined in Section I.F.) are approved and accepted by the Department.

C. CONSTRUCTION PHASE SERVICES
For services outlined in Section I.C., Construction Phase Services, and further detailed in Section I.H, Detailed Scope of Services,

1. a cost plus a fixed payment of $ **$21,500.00**

   total amount not to exceed $ **$183,700.00** unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The payment of this fee shall be made in monthly installments submitted to and approved by the Sponsor (and/or Department if applicable). The final charges shall be as soon as possible after official notification from the Consultant of the acceptance of the construction work. A time line will be submitted at

each billing cycle after 50% which will indicate a projection of the completed engineering fee vs. the contractor's progress.

If more than one contract exists for the project, the monthly invoices submitted by the Consultant shall detail the amounts of work accomplished under each separate contract. The invoices shall also indicate the dates that the services were performed. If these services are furnished by the Consultant by obtaining such services outside the Consultant's organization, the Consultant shall be reimbursed at his actual cost for obtaining these services. However, the total payment to the Consultant shall be within the "not to exceed" amount as previously stated unless an amendment to this agreement is approved by the Sponsor (and/or Department if applicable).

D. PLANNING AND SPECIAL SERVICES – Not included in this Agreement

For services outlined in Section I.D., Planning and Special Services, and further detailed in Section I.H., Detailed Scope of Services,

1. a cost plus a fixed payment of $_____**N/A**_____

   total amount not to exceed $_____**N/A**_____ unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The payment of this fee shall be made in monthly installments submitted to and approved by the Sponsor. The final charges for the Special Services Phase shall be submitted within forty-five (45) days after official notification from the Consultant of the acceptance of the construction work or within 45 days after official notification from the Department of acceptance of other non-construction projects unless extended by the Department.

2. a lump sum payment of $_____**N/A**_____unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The fee shall be paid as a lump sum when the deliverables are approved and accepted by the Department.

III. SPECIAL CONDITIONS

The Consultant shall render the services in accordance with generally accepted Professional Standards.

A. TERMINATION

(Reference: 49 CFR Part 18.36(i)(2); FAA Order 5100.38)

The Sponsor, by written seven (7) day notice, may terminate this agreement in whole or in part at any time, because of the failure of the other party to fulfill his agreement obligations. Upon receipt of such notice, the Consultant shall: (1) immediately discontinue all services affected (unless the notice directs otherwise), and (2) deliver to the Sponsor all data, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by the Consultant in performing this agreement whether completed or in process.

1. If the termination is due to the failure of the Consultant to fulfill his agreement obligations, the Sponsor may take over the work and prosecute the same to completion by agreement

or otherwise. In such case, the Consultant shall be liable to the Sponsor for any additional cost occasioned to the Sponsor thereby.

2. If, after notice of termination for failure to fulfill agreement obligations, it is determined that the Consultant had not so failed, the termination shall be deemed to have been effected for the convenience of the Sponsor.

3. It is hereby understood and agreed that should the agreement be terminated, the Consultant shall be entitled to and shall receive a fee based on the amount of work accomplished and approved by the Department up to the day of notification of termination. The fee shall be equal to the sum of the actual number of man-hours of each category of work applied at a negotiated hourly rate, plus any outside services approved by the participating agencies and accomplished prior to the notification. If terminated under Section III.HH., Breach of Contract Terms, the Consultant will not be entitled to profit on the work accomplished.

B. CHANGE IN CONSTRUCTION PLANS

It is hereby understood and agreed that if the construction plans are completed in accordance with criteria and/or decisions made by the Sponsor (and/or the Department if applicable), and approved by the Department, and said construction plans are substantially changed or revised, for any reason other than the fault of the Consultant in preparing same, then the Consultant shall be entitled to compensation for rendering the services necessary to complete the changes. The amount of this fee shall be negotiated between the Sponsor, Consultant and the Department, and approved by the Department, and an amendment to the agreement should be accomplished prior to authorizing the Consultant to proceed with the changes. The fee shall be due and payable when the revisions are approved by the Sponsor and the Department.

It is the Consultants responsibility to notify the Department as soon as possible when changes/revisions are identified that are beyond the scope of services contemplated under this Agreement.

C. HOLD HARMLESS

The Consultant shall be responsible to pay for all labor, material and equipment costs incurred and for any and all damages to property or persons to the proportionate extent arising out of the negligent performance of services under this agreement and shall indemnify and save harmless the Sponsor, (and/or the Department if applicable), their officers, agents and employees from all third party suits, claims, actions or damages of any nature whatsoever to the proportionate extent resulting there from. These indemnities shall not be limited by the listing of any insurance coverage. If any errors, negligent acts and/or omissions are made by the Consultant in any phase of the work under this agreement, the correction of which may require additional field or office work, the Consultant will be promptly notified and will be required to perform such additional services as may be necessary to correct these errors, negligent acts and/or omissions without undue delay and without additional cost to the Sponsor (and/or the Department if applicable). The Consultant shall be responsible for any damages incurred as a result of his errors, negligent acts and/or omissions and for any losses or cost to repair or remedy construction as a result of his errors, omission and/or negligent acts, to the extent such error, omission or negligent act breeches the Professional Standard of care. The Consultant shall not be responsible for any consequential damages of the Sponsor or the Department. Neither the Consultant, nor the Sponsor, nor the Department shall be obligated for the other parties' negligence or for the negligence of others.

D. DRAWING OWNERSHIP

It is further mutually agreed by the parties hereto that reproducible copies of the drawings, computer disks, tracings, construction plans, specifications and maps prepared or obtained under the terms of the contract shall be delivered to and become the property of the Sponsor and basic survey notes and sketches, charts, computations and other data shall be made available upon request of the Sponsor. If any information is used by the Sponsor or another Consultant such use or reuse by the Sponsor or others shall be at the sole risk and without liability or legal exposure to the Consultant.

E. CONTRACT FOR OUTSIDE SERVICES

If any of the services outlined in Section I. are furnished by the Consultant by obtaining such services outside the Consultant's organization, the Consultant shall provide an executed contract between the person(s) or firm and the Consultant outlining the services to be performed and the charges for the same. Two (2) copies of the executed contract shall be submitted to the participating agencies for approval prior to the services being performed; all covenants and Special Conditions shall be included and binding on all subcontracts.

F. FORMERLY NOTICE TO PROCEED (See Section I.G.)

G. SUBLET AGREEMENT

Each party binds himself, his partners, successors, executors, administrators and assigns, to the other part of this agreement and to the partners, successors, executors, administrators and assigns for such other party at all covenants of this Agreement.

Except as above, neither the Sponsor nor the Consultant shall assign, sublet or transfer his interest in this agreement without the written consent of the other party hereto.

H. AGREEMENT EXPIRES

This agreement expires upon final approval and acceptance of the completed project(s) by the Sponsor (and/or Department as applicable), and after all final engineering charges have been paid to the Consultant as of the date of project close-out or after five years from the date of execution, whichever comes first. Payment liability by the State is as outlined above (see Section I.G., Notice to Proceed and Section II., Consultant Compensation).

I. EQUAL EMPLOYMENT OPPORTUNITY

(Reference: 49 CFR Part 21; FAA AC 150/5100-15A or latest revision)

The Consultant agrees to conduct the services in compliance with all the requirements imposed by or pursuant to Title VI of the Civil Rights Act of 1964, Part 21 of the Regulations of the Secretary of Transportation, and Executive Order No. 11246, "Equal Employment Opportunity," as amended.

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

1. Compliance with Regulations. The Consultant shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The Consultant, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the

selection and retention of subconsultants, including procurements of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subconsultant or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports. The Consultant shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event the Consultant's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as may determine to be appropriate, including, but not limited to:

   a. withholding of payments to the Consultant under the contract until the Consultant complies, and/or

   b. cancellation, termination, or suspension of the contract, in whole or in part.

Incorporation of Provisions. The Consultant shall include the provisions of paragraphs 1 through 5 (above) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The Consultant shall take such action with respect to any subcontract or procurement as the sponsor may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event an Consultant becomes involved in, or is threatened with, litigation with a subconsultant or supplier as a result of such direction, the Consultant may request the sponsor and/or Department to enter into such litigation to protect the interests of the sponsor and, in addition, the Consultant.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) ASSURANCES

1. Policy. It is the policy of the Department of Transportation (DOT) that disadvantaged business enterprises as 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 Federal funds under this agreement. Consequently, the DBE requirements of 49 CFR Part 23 applies to this agreement.

2. DBE Obligation. The Consultant agrees to ensure that disadvantaged business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. In this regard, all Consultants shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that disadvantaged business enterprises have the maximum opportunity to compete for and perform contracts. Consultants shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.

J. OPEN ACCESS TO DOCUMENTS

(Reference: 49 CFR Part 18.36(i); FAA Order 5100.38)
(Public Act 90-0572 Section 20-65; Public Act 87-991)

The Consultant shall maintain, for a minimum of 5 years after the completion of the contract, adequate books, records, and supporting documents to verify the amounts, recipients, and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records, and supporting documents related to the contract shall be available for review and audit by the Auditor General; and the Consultant agrees to cooperate fully with any audit conducted by the Auditor General and to provide full access to all relevant materials. Failure to maintain the books, records, and supporting documents required by this Section shall establish a presumption in favor of the State for the recovery of any funds paid by the State under the contract for which adequate books, records, and supporting documentation are not available to support their purported disbursement.

K. CERTIFICATION OF CAPACITY TO CONTRACT

(Public Act 90-0572, Section 50-13)

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 of State government, or who is an officer or employee of the Illinois Building Authority or the Illinois Toll Highway Authority, or who is the wife, husband 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 for any services, materials or supplies, which 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 Illinois Building Authority or the Illinois Toll Highway Authority. Payments made for a public aid recipient are not payments pursuant to a contract with the State within the meaning of this Section.

It is unlawful for any firm, partnership, association or corporation in which any such person is entitled to receive more than 7 1/2% of the total distributable income to have or acquire any such contract or direct pecuniary interest therein.

It is unlawful for any firm, partnership, association or corporation in which any such person together with his spouse or minor children is entitled to receive more than 15%, in the aggregate, of the total distributable income to have or acquire any such contract or direct pecuniary interest therein.

Nothing in this Section invalidates the provisions of any bond or other security hereto or hereafter offered for sale or sold by or for the State of Illinois.

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 spouse, minor child or any combination of such persons, if that contract was in existence before his election or employment as such officer, member, or employee. Such a contract is void, however, if it cannot be completed within 6 months after such officer, member, or employee takes office, or is employed.

This Section does not apply to (1) a contract for personal services as a teacher or school administrator between a member of the General Assembly or his spouse, or a State officer or employee or his or her spouse, and any school district, public community, college district, the University of Illinois, Southern Illinois University or any institution under the control of the Board of Governors of State Colleges and Universities or under the control of the Board of Regents or (2) a contract for personal service of a wholly ministerial character including but not limited to services as a laborer, clerk, typist, stenographer, page, bookkeeper, receptionist or telephone switchboard operator, made by a spouse or minor child of an elective or appointive State officer or employee or of a member of the General Assembly or (3) payments made to a

member of the General Assembly, a State officer or employee, his or her spouse or minor child acting as a foster parent, homemaker, advocate, or volunteer for or in behalf of a child or family served by the Department of Children and Family Services.

Any person convicted of a violation of this Section shall be guilty of a business offense and shall be fined not less than $1,000 nor more than $5,000.

The appropriate Certification of Capacity to Contract will be executed in Section III.X., of this agreement.

L. THE CONSULTANT SELECTION

(Reference: 49 CFR Part 18; FAA AC 5100-14D or latest revision)
(30 ILCS 535; IDOT-Aeronautics Administrative Bulletin: 2010-02)

The City of DeKalb (Sponsor) hereby certifies that it has completed the prescribed qualifications based consultant selection procedures.

The firm of (Crawford, Murphy and Tilly, Inc.) (Consultant) of (Springfield, IL) (Location) has been selected to provide the engineering services required for the project on:

July 10, 2017 (Date)

A copy of the executed Retainer Agreement identifying the project covered by this Agreement is included as ATTACHMENT U.

M. AMENDMENTS TO THE AGREEMENT

All effort recorded to document a claim for additional compensation must be delineated separately from the original scope of services with personnel, classifications, dates worked, rates, hours and services thoroughly detailed and clearly identified.

The Department shall be notified of potential amendment requests at the earliest possible opportunity once it has been determined that any of the following three circumstances may exist. Any amendments to the Agreement which increases the fee or the time of performance must contain one of the following written determinations (with support documentation) depending upon the circumstances of the change.

1. The undersigned determine that the circumstances which necessitate this change were not reasonably foreseeable at the time the contract was signed.

2. The undersigned determine that the circumstances which necessitate this change were not within the contemplation of the contract as signed.

3. The undersigned determine that this change is in the best interest of the state of Illinois and is authorized by law.

_____ Date

_____ Sign Name

_____ Print Name

_____ Title

Any professional services effort performed beyond the not-to-exceed limits expressed in Section II. Consultant Compensation, and for which a future amendment will be sought, will be

performed under all Agreement provisions as the original contracted work. The dollar value of such effort is not considered approved for payment until review and approval by the Department.

N. CERTIFICATION OF CONSULTANT

(Public Act 90-0572 Section 50-5)

I hereby certify that I am the Senior Vice President & COO (title) and duly

authorized representative of the firm Crawford, Murphy & Tilly, Inc.,

whose address is 2750 West Washington Street, Springfield, IL 62702,
and that neither I nor the above firm I here represent has:

1. employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant) to solicit or secure this Agreement,

2. agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the Agreement, or

3. paid or agreed to pay to any firm, organization, or person (other than a bona fide employee working solely for me or the above Consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any):

The firm certifies by execution:

1. it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois, nor has the firm made an admission of guilt of such conduct which is a matter of record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm, nor has the firm been barred from being awarded a contract or subcontract.
2. it has not been barred from contracting with a unit of state or local government as a result of a violation of the Criminal Code of 1961.

I acknowledge that this certification is to be furnished to the Federal Aviation Administration of the United States' Department of Transportation in connection with this contract involving participation of Airport Improvement Program (AIP) funds and is subject to applicable state and Federal laws, both criminal and civil.

September 28, 2020
Date

Sign Name

Brian R. Welker, P.E.
Print Name

Senior Vice President & COO
Title

O. FEDERAL TAXPAYER IDENTIFICATION NUMBER

The following statement is made under penalty of perjury:

"The Firm's correct Federal Taxpayer Identification Number is 37-0844662 . (I am) (This firm is) doing business as a (please check one):

____ Individual _____ Partnership __X__ Corporation

P. DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

(Reference: 49 CFR Part 26)

Contract Assurance (§26.13) - The Consultant or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Consultant shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the Consultant 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.

In keeping with the DBE plan adopted by the Sponsor, the Consultant shall take all necessary and reasonable steps to attain DBE participation in this contract.

The work for each subconsultant should be listed separately. If the subconsultant is being utilized to meet the project DBE goal, they must be prequalified in that category and certified as a DBE in that category. Please indicate that they are certified in that category. The certification list is available on the Department's website on the "Doing Business" menu under Small Business Enterprises and IL UCP directory http://www.dot.il.gov/ucp/ucp.html#DBE Directory. The percent of work is computed based on the individual subconsultant's work effort in each category

Firm Name: **N/A**

Subcontract Amount ($): **N/A**

Prequalification Category	% of Work	DBE Certification

If more than one subconsultant is being used, attach additional sheets.

NOTE: All final payment requests shall include a completed ATTACHMENT O - DBE Final Documentation or the complete information on the Consultant's format.

Q. DISCRIMINATION

(Reference: 49 CFR Part 21; FAA AC 150/5100-15A or latest revision)
(Executive Order 11246 of September 24, 1965; 41 CFR Part 60)

The Consultant agrees not to commit unlawful discrimination in employment in Illinois and further agrees to take affirmative action to ensure that no unlawful discrimination is committed.

R. DUES/FEES TO CLUBS WHICH DISCRIMINATE

(775 ILCS 25/2 Source: P.A. 85-909)

The Consultant of the business entity certifies that it is not prohibited from selling goods or services to the State of Illinois because it pays dues or fees on behalf of its employees or

agent or subsidizes or otherwise reimburses them for payment of their dues or fees to any club which unlawfully discriminates.

S. CONFLICT OF INTEREST
(Public Act 90-0572 Section 50-13)

The Consultant agrees to comply with the provision of the Illinois Public Act prohibiting conflict of interest and all the terms, conditions and provisions of those Sections apply to this contract and are made a part of this contract the same as though they were incorporated and included herein.

T. FELONY CONVICTION
(Public Act 90-5072 Section 50-10)

The Consultant certifies that if he/she or the business entity has been convicted of a felony, at least five years has passed since the completion of the sentence as of the contract date.

U. ILLINOIS HUMAN RIGHTS NUMBER

The Consultant must have an Illinois Department of Human Rights prequalification number, or have an application on file with the Illinois Department of Human Rights office at the State of Illinois Center, Suite 10-100, 100 West Randolph, Chicago, Illinois 60601 (refer to Department of Human Rights form).

(#IDHR PC-1/IL 442-0010). IDHR #____93788-00_____.

V. EDUCATIONAL LOAN DEFAULT
(5 ILCS 385).

The Consultant certifies that, if this agreement is with an individual or individuals, that he/she is not in default on an educational loan.

W. DRUG FREE WORKPLACE
(30 ILCS 580).

If the Consultant has 25 or more employees, the following certification shall apply and, by signing this document, the Consultant certifies as follows:

1. The Consultant certifies that he will provide a drug free workplace in compliance with the Drug Free Workplace Act ("Act"). Specifically, Consultant certifies he will do the following:

    a. Publish a statement:
        i. Notifying employees that the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance, including cannabis, is prohibited in the Consultants workplace.
        ii. Specifying the actions that will be taken against employees for violations of such prohibition.
        iii. Notifying the employee that, as a condition of employment on this agreement, the employee will:
            1) abide by the terms of the statement; and
            2) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than 5 days after such conviction.
    b. Establish a drug free awareness program to inform employees about:
        i. the dangers of drug abuse in the workplace;
        ii. the Consultant policy of maintaining a drug free workplace;
        iii. any available drug counseling, rehabilitation, and employee assistance programs; and

iv. the penalties that may be imposed upon employees for drug violations.

c. Give a copy of the statement described above to each employee engaged in the performance of the contract and post the statement in a prominent place in the workplace.
d. Notify the State within 10 days after receiving notice under part (a)(3)(B) above from an employee or otherwise receiving actual notice of such conviction.
e. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program by, any employee who is so convicted, as required by §5 of the Act.
f. Assist employees in selecting a course of action in the event drug counseling, treatment, and rehabilitation is required and indicate that a trained referral team is in place.
g. Make a good faith effort to continue to maintain a drug free workplace through implementation of §3 of the Act.

If an individual, the Consultant further certifies that he will not engage in the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance in the performance of the agreement.

X. CAPACITY TO CONTRACT

(Public Act 90-0572)

The Consultant certifies that the Corporation's certificate of Authority to do business in Illinois, is in good standing with the Secretary of State's Office.

CERTIFICATION OF CAPACITY TO CONTRACT

Public Act 90-0572 prohibits certain persons and entities from having or acquiring any contract with the State of Illinois and from having or acquiring any direct pecuniary interests in any contract with the State of Illinois, whether for materials, services, supplies, printing or stationery. This prohibition does not extend to certain contracts for personal services of a ministerial nature as provided for in the Act.

(Corporation)

The undersigned, being a duly authorized representatives of Crawford, Murphy and Tilly, Inc., a corporation, hereby certify that they have read Public Act 90-0572 Section 50-13 and that they have checked the records of the corporation and that no person who is entitled to receive individually more than 7 1/2% of the total distributable income of the corporation, or together with their spouse or minor child more than 15% of the total distributable income of the corporation, is (i) an elected State official, a member of the General Assembly, an appointed State officer, a State employee; (ii) an officer or employee of the Illinois Toll Highway Authority or of the Illinois Building Authority; or (iii) a spouse or a minor child of any such enumerated person.

28th day of September, AD, 2020

Crawford, Murphy & Tilly, Inc.
Corporation

BY _____ BY _____

Douglas J. Klonowski, PE, Office Manager
Printed Name & Title

Brian R. Welker, PE, Sr Vice President & COO
Printed Name & Title

CERTIFICATION OF CAPACITY TO CONTRACT

Public Act 90-0572 prohibits certain persons and entities from having or acquiring any contract with the State of Illinois and from having or acquiring any direct pecuniary interests in any contract with the State of Illinois, whether for materials, services, supplies, printing or stationery. This prohibition does not extend to certain contracts for personal services of a ministerial nature as provided for in the Act.

(Partnerships and Non-Corporate Firms and Associations)

The undersigned, being each and every one of the partners/members/associates/(other) of

N/A, hereby certify on behalf of themselves individually, that they have read Public Act 90-0572 Section 50-13 and that (i) they are not an elected State official, a member of the General Assembly, an appointed State officer, a State employee; an officer or employee of the Illinois Toll Highway Authority or of the Illinois Building Authority; nor a spouse or minor child of any such enumerated person; or (ii) that they are such an enumerated person but that they are not entitled to receive individually more than 7 1/2% of the total distributable income of the partnership/firm/association, or together with their spouse or a minor child more than 15% of the total distributable income of the partnership/firm/association.

_____day of_____ , AD, 20_____

BY _____ BY _____

_____ _____

Printed Name & Title Printed Name & Title

d/b/a _____

(Name)

CERTIFICATION OF CAPACITY TO CONTRACT

Public Act 90-0572 prohibits certain persons and entities from having or acquiring any contract with the State of Illinois and from having or acquiring any direct pecuniary interests in any contract with the State of Illinois, whether for materials, services, supplies, printing or stationery. This prohibition does not extend to certain contracts for personal services of a ministerial nature as provided for in the Act.

(Individual Consultants)

I, **N/A**
(Name)

hereby certify that I have read Public Act 90-0572 Section 50-13 and I further certify (i) that I am not an elected State official, a member of the General Assembly, an appointed State officer, a State employee; (ii) that I am not an officer or employee of the Illinois Toll Highway Authority or of the Illinois Building Authority; and (iii) that I am not a spouse or a minor child of any such official, member, officer or employee.

___day of_____, AD, 20_____

BY _____

_____
Printed Name & Title

d/b/a _____
(Name)

Y. CERTIFICATION REGARDING LOBBYING

(Reference: 49 CFR Part 20, Appendix A)

Certification for Contracts, Grants, Loans and Cooperative Agreements.

The Consultant certifies compliance with Section 319 of Public Law 101-102 and to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the 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 sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

   This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, US 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.

Z. INTERNATIONAL BOYCOTT

(Applicable to contracts in excess of $10,000):

The Consultant certifies that neither it 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. The Consultant makes the certification set forth in Section 5 of the International Anti-Boycott Certification Act.

AA. NON-APPROPRIATION CLAUSE

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 payment of this Agreement.

BB. DEBT CERTIFICATION

The Consultant certifies that it, or any affiliate, is not barred from being awarded a contract under 30 ILCS 500/50-11 and 50-12. The Consultant further acknowledges that the contracting State agency may declare the contract void if the preceding 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.

CC. GOODS FROM CHILD LABOR ACT

The Consultant certifies in accordance with Public Act 94-0264 tha1 no foreign made equipment, materials, or supplies furnished to the State under the contract have been produced in whole or in part by the labor of any child under the age of 12.

DD. QUALIFICATION BASED SELECTION ACT

(Reference: 49 CFR Part 18.36; FAA Order 5100.38; FAA AC 150/5100-14 (latest))

The parties hereby certify that there was compliance with the provisions of the State of Illinois' Architectural, Engineering and Land Surveying Qualifications Based Selection Act, Chapter 30 ILCS 535 in the procurement of the services covered by this Agreement.

EE. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

(Reference: 49 CFR Part 29; FAA Order 5100.38)

The Consultant certifies, by submission of this proposal or acceptance of this contract, 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. It further agrees by submitting this Agreement that it will include this clause without modification in all lower tier transactions, solicitations, proposals, contracts, and subcontracts. Where the Consultant or any lower tier participant is unable to certify to this statement, it shall attach an explanation to this solicitation/proposal.

FF. RIGHTS TO INVENTIONS

(Reference: 49 CFR Part 18.36(i)(8); FAA Order 5100.38)

All rights to inventions and materials generated under this contract are subject to regulations issued by the FAA and the Sponsor of the Federal grant under which this contract is executed.

GG. TRADE RESTRICTION CLAUSE

(Reference: 49 CFR Part 30.13; FAA Order 5100.38)

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

1. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative (USTR);

2. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country 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;

3. 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 Consultant or subconsultant who is unable to certify to the above. If the Consultant knowingly procures or subcontracts for the supply of any product or service of a foreign country on 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 Consultant 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 Consultant may rely on the certification of a prospective subconsultant unless it has knowledge that the certification is erroneous.

The Consultant shall provide immediate written notice to the sponsor if the Consultant learns that its certification or that of a subconsultant was erroneous when submitted or has become erroneous by reason of changed circumstances. The subconsultant agrees to provide 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 Consultant or subconsultant knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the 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 a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

HH. BREACH OF CONTRACT TERMS

(Reference: 49 CFR Part 18.36)

Any violation or breach of terms of this contract on the part of the Consultant or their subconsultants may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement. The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law.

Policies and procedures for procurement of professional services are established in Federal Regulation Title 49 CFR Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements. The Airport and Airway Improvement Act (AAIA) of 1982, as amended, serves as the enabling legislation. The parties agree that these policies and procedures have been followed.

IN WITNESS WHEREOF, the parties hereto have affixed their hand and seals at

DeKalb (city), Illinois, this **September 28** (date), 20**20** (year).

ATTEST:

(SEAL)

CITY OF DEKALB STATE OF ILLINOIS

City of DeKalb
(Sponsor Name)

36-6005843
(Federal Employee's Identification Number)

BY _____

Ruth A. Scott, Executive Assistant
Printed Name & Title

BY _____

Jerry Smith, Mayor
Printed Name & Title

ATTEST:

(SEAL)

CRAWFORD, MURPHY & TILLY, INC. CORPORATE SEAL 1963 DELAWARE

CRAWFORD, MURPHY & TILLY, INC.
(Consultant Name)

37-0844662
(Federal Employee's Identification Number)

BY _____

Douglas J. Klonowski, PE, Office Manager
Printed Name & Title

BY _____

Brian R. Welker, PE, Sr. Vice President & COO
Printed Name & Title

LIST OF ATTACHMENTS

ATTACHMENT A / A1 –	**PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN PHASE SERVICES (NOT IN CONTRACT)** ESTIMATE OF COSTS / SALARY EXPENSES
ATTACHMENT B / B1 –	**DESIGN PHASE SERVICES (NOT IN CONTRACT)** ESTIMATE OF COSTS / SALARY EXPENSES
ATTACHMENT C / C1 –	**CONSTRUCTION PHASE SERVICES** ESTIMATE OF COSTS / SALARY EXPENSES
ATTACHMENT D / D1 –	**PLANNING AND SPECIAL SERVICES (NOT IN CONTRACT)** ESTIMATE OF COSTS / SALARY EXPENSES
ATTACHMENT E –	**ENGINEERING REPORT (General Guidance)**
ATTACHMENT F –	**RESIDENT ENGINEER'S DIARY (Standard Format)**
ATTACHMENT G –	**COST PLUS FIXED PAYMENT INVOICE (Standard Format)**
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ATTACHMENT J –	**TESTING SCHEDULE**
ATTACHMENT K –	**TESTING RATES & COST SUMMARY**
ATTACHMENT L –	**SUMMARY OF PAYROLL BURDEN AND FRINGE COSTS**
ATTACHMENT M –	**SUMMARY OF OVERHEAD AND INDIRECT COSTS**
ATTACHMENT N –	**PROJECT CERTIFICATION**
ATTACHMENT O –	**DBE FINAL DOCUMENTATION**
ATTACHMENT P –	**PROJECT SKETCH**
ATTACHMENT Q –	**PROJECT LETTING SCHEDULE**
ATTACHMENT R –	**OP&P PROGRAM LETTER**
ATTACHMENT S –	**CURRENT IDOT PROVISIONAL PAYROLL BURDEN / FRINGE EXPENSE AND GENERAL / ADMINISTRATIVE EXPENSE RATE LETTER**
ATTACHMENT T –	**CONSULTANT'S PRELIMINARY ESTIMATE OF PROBABLE CONSTRUCTION COSTS**
ATTACHMENT U –	**RETAINER AGREEMENT**

ATTACHMENT A

PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN PHASE SERVICES

ESTIMATE OF COSTS

Category	Amount ($)	
1. Direct Salary Costs	_____	(ATTACHMENT A-1)
2. Labor and General and Administrative Overhead[1]	_____	
3. Direct Nonsalary Expenses		
Lodging[2,3]	_____	
Meals/Per Diem[2,3]	_____	
Transportation[2]	_____	
Materials & Supplies	_____	
Printing	_____	
CADD time[4]	_____	
Other Costs (excluding outside services)	_____	
4. Fixed Payment[5]	_____	
5. Outside Services	_____	
Lump Sum **Total Amount Not to Exceed**	$_____	

Estimated cost of total professional design phase services from TIP: $_____

NOTES:

1/ A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

2/ Current approved rates established by State of Illinois - Governors Travel Control Board.

3/ Shall not be used in calculation of fixed payment amount.

4/ Maximum CADD rate shall be $15.00/hour.

5/ Fixed Payment (Profit) = (14.5%)x[Direct Salary Costs + (OH&B)x(Direct Salary Costs) + Transportation + Materials & Supplies + Printing + CADD time + Other Costs (excluding outside services)].

ATTACHMENT A-1

PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN PHASE SERVICES

ESTIMATE OF SALARY EXPENSES

Classification*	Hours	$Rate/Hour	Cost ($)
Principal			
Vice Principal			
Project Manager			
Senior Project Engineer			
Senior Project Architect			
Project Engineer			
Project Architect			
Senior Engineer			
Senior Architect			
Engineer			
Planner			
Registered Land Surveyor			
Land Surveyor			
Senior Engineering Technician			
Engineering Technician			
Engineering Assistant			
CADD/Draftsman/Technician			
Clerical			
Total	(hours)	(average)	$ (total direct salary costs) (ATTACHMENT A)

*Classifications may be adjusted as per Consultant's work force.

ATTACHMENT B

DESIGN PHASE SERVICES

ESTIMATE OF COSTS

Category	Amount ($)	
1. Direct Salary Costs	_____	(ATTACHMENT B-1)
2. Labor and General and Administrative Overhead[1]	_____	
3. Direct Nonsalary Expenses		
Lodging[2,3]	_____	
Meals/Per Diem[2,3]	_____	
Transportation[2]	_____	
Materials & Supplies	_____	
Printing	_____	
CADD time[4]	_____	
Other Costs (excluding outside services)	_____	
4. Fixed Payment[5]	_____	
5. Outside Services	_____	

Cost Plus Fixed Payment
Total Amount Not to Exceed $_____

OR

Lump Sum
Total Amount Not to Exceed $_____

Estimated Construction Cost: $_____ (ATTACHMENT T)

Attach a sketch labeled ATTACHMENT P in sufficient detail to clearly delineate the proposed areas of work.

NOTES:

1/ A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.
2/ Current approved rates established by State of Illinois - Governors Travel Control Board.
3/ Shall not be used in calculation of fixed payment amount.
4/ Maximum CADD rate shall be $15.00/hour.
5/ Fixed Payment (Profit) = (14.5%)x[Direct Salary Costs + (OH&B)x(Direct Salary Costs) + Transportation + Materials & Supplies + Printing + CADD time + Other Costs (excluding outside services)].

ATTACHMENT B-1

DESIGN PHASE SERVICES

ESTIMATE OF SALARY EXPENSES

Classification*	Hours	$Rate/Hour	Cost ($)
Principal			
Vice Principal			
Project Manager			
Senior Project Engineer			
Senior Project Architect			
Project Engineer			
Project Architect			
Senior Engineer			
Senior Architect			
Engineer			
Planner			
Registered Land Surveyor			
Land Surveyor			
Senior Engineering Technician			
Engineering Technician			
Engineering Assistant			
CADD/Draftsman/Technician			
Clerical			
Total	(hours)	(average)	$ (total direct salary costs) (ATTACHMENT B)

*Classifications may be adjusted as per Consultant's work force.

ATTACHMENT C

CONSTRUCTION PHASE SERVICES

ESTIMATE OF COSTS

	CATEGORY			AMOUNT
1	Direct Salary Costs			$53,989.94
2	Labor and General and Administrative Overhead[1]	56.35%		$30,423.33
3	Direct Nonsalary Expenses	110.87%		$59,858.65
	Lodging[2,3]		$	-
	Meals/Per Diem[2,3]		$	-
	Transportation[2]		$	3,234.38
	Materials & Supplies		$	-
	Printing		$	496.00
	CADD time[4]		$	-
	Other Costs (Excluding outside Services)		$	150.00
4	Fixed Payment[5]			$21,500.00
5	Outside Services/Subconsultants			$14,000.00
	Testing Service Corp. (Material Testing)	$14,000.00		
		Cost Plus Fixed Payment		
		Total Amount Not to Exceed		$183,652.30
	Or		**Use =**	$183,700.00

NOTES:

1/ A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

2/ Current approved rates established by State of Illinois - Governors Travel Control Board.

3/ Shall not be used in calculation of fixed payment amount.

4/ Maximum CADD rate shall be $15.00/hour.

5/ Fixed Payment (Profit) = (14.5%) x [Direct Salary Costs + (OH&B)x(Direct Salary Costs) + Transportation + Materials & Supplies + Printing + CADD time + Other Costs (excluding outside services)].

ATTACHMENT C-1

CONSTRUCTION PHASE SERVICES

ESTIMATE OF SALARY EXPENSES

CLASSIFICATION	TIME REQUIRED (HOURS)	HOURLY WAGE	SALARY EXPENSE
PROJECT ENGINEER II	97	$65.12	$6,316.64
PROJECT MANAGER II	2	$53.44	$106.88
PROJECT ENGINEER I	18	$51.10	$919.80
SENIOR ENGINEER I	857	$37.58	$32,206.06
ENGINEER I	396	$29.46	$11,666.16
STRUCTURAL ENGINEER I	0	$30.75	$0.00
SENIOR TECHNICIAN II	60	$46.24	$2,774.40
		AVERAGE	
TOTAL	**1430**	**$37.76**	**$53,989.94**

*Classifications may be adjusted as per Consultant's work force.

ATTACHMENT C-2

CONSTRUCTION PHASE SERVICES

ESTIMATED COST BREAKDOWN (ITEMS 4, 5, 6 AND 7)

Item

4	**MATERIALS AND SUPPLIES**					
	Surveying Supplies (paint, lathe, stakes, etc)				$ -	
	Drafting Media				$ -	
	Misc. Equipment and Direct Project Supplies				$ -	
				Sub-Total		**$ -**
5	**TRAVEL**					
	Travel Reimbursement	5,625	miles@	$ 0.575	$3,234.38	
	Other Subsistence			$ -	$ -	
				Sub-Total		**$ 3,234.38**
6	**PRINTING**					
	Full Size Prints (31 sheets - 5 sets)	155	sheets@	$ 2.40	$ 372.00	
	Photo-copies	620	sheets@	$ 0.20	$ 124.00	
				Sub-Total		**$ 496.00**
7	**OTHER COSTS (EXCLUDING OUTSIDE SERVICES)**					
	Photos/Developing				$ -	
	Direct Project Shipping Expense				$ 150.00	
	Unassigned Misc Project Direct Expense				$ -	
				Sub-Total		**$ 150.00**
						$ 3,880.38

ATTACHMENT C-3

CONSTRUCTION PHASE SERVICES

COST ESTIMATE OF CONSULTANT SERVICES (BY TASK)

Phase #	Element of Work	Hours	Ave Hourly Rate	Total Direct Labor	% of Total Labor	Project Engineer III	Project Architect III	Project Manager II	Project Engineer I	Senior Engineer I	Engineer I	Structural Engineer I	Senior Technician II	Administrative/ Accounting Assistant
	Construction Phase													
6000	Office Engineering (per C.1)	184	$50.74	$9,335.90	17.29%	79	0	0	18	79	4	0	4	0
6001	*Project Management (2 hr/week)*	14	$65.12	$911.68	1.69%	14	0	0	0	0	0	0	0	0
6002	*Airport and IDA Coordination (1 hour/week)*	7	$49.38	$345.68	0.64%	3	0	0	0	4	0	0	0	0
6003	*Periodic Site Reviews (1 visit per week - 6 hrs. per visit)*	42	$65.12	$2,735.04	5.07%	42	0	0	0	0	0	0	0	0
6004	*Subconsultant Coordination and Management*	14	$45.45	$636.28	1.18%	4	0	0	0	10	0	0	0	0
6005	*Shop Drawing/Materials/Mix Design Review and IDA Coordination (per C.1.a)*	25	$45.05	$1,126.34	2.09%	6	0	0	4	11	4	0	0	0
6006	*Contractor schedule review and IDA coordination*	20	$47.14	$942.88	1.75%	4	0	0	6	10	0	0	0	0
6007	*Respond to Request for Information and Supplemental Sketches (per C.1.b)*	16	$46.57	$745.08	1.38%	2	0	0	4	6	0	0	4	0
6008	*Correspondence with contractor, IDA and/or FAA*	18	$43.64	$785.60	1.46%	2	0	0	4	12	0	0	0	0
6009	*Coordination of NOTAM's etc. with Airport Operations*	8	$37.58	$300.64	0.56%	0	0	0	0	8	0	0	0	0
6010	*Preconstruction Utility Coordination and Field Visit Meeting for JULIE utility locates*	6	$37.58	$225.48	0.42%	0	0	0	0	6	0	0	0	0
6011	*Coordination during 30 calendar day shut down period and project restart, runway/taxiway closures, contractor schedule*	6	$37.58	$225.48	0.42%	0	0	0	0	6	0	0	0	0
6012	*Final post-construction Contractor payroll and DBE review and IDA coordination*	6	$37.58	$225.48	0.42%	0	0	0	0	6	0	0	0	0
6013	*Technical Assistance during grant close-out*	2	$65.12	$130.24	0.24%	2	0	0	0	0	0	0	0	0
6020	PreConstruction Preparation & Miscellaneous Advance Work	26	$46.05	$1,197.40	2.22%	8	0	0	0	18	0	0	0	0
6030	Permitting/Agency/Code Related Coordination	8	$44.47	$355.72	0.66%	2	0	0	0	6	0	0	0	0
6040	Surveying/Layout/Project Control	98	$37.84	$3,708.76	6.87%	0	0	0	0	2	48	0	48	0
6050	Resident Project Engineer and Assistants (per C.2)	708	$35.45	$25,096.32	46.48%	0	0	0	0	522	186	0	0	0
6051	***Full Time*** *Daily Construction Observation (Est. 12 hrs. daily for 42 weekdays; Plus 1 Part time inspector - Construction Observation, Measurements and Quantity checks - 17 visits at 10 hours per visit)*	674	$35.53	$23,948.52	44.36%	0	0	0	0	504	170	0	0	0
6052	~~*Perform Wage Rate Interviews & Follow-up Info. Gather*~~	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0
6053	~~*Monitor & Update Grant Financial Status (APMS) or Other Project Cost Allocations*~~	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0
6054	~~*Monitor DBE Participation*~~	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0
6055	*Materials Review/Certification and Coordination (per C.1.d)*	34	$33.76	$1,147.80	2.13%	0	0	0	0	18	16	0	0	0
6060	Quality Assurance Engineer Effort - (Pre-pave meetings, test batch/strip) (401 Paving - 24 full-time days paving)	304	$34.16	$10,384.96	19.23%	0	0	0	0	176	128	0	0	0
6070	Utility Coordination, Relocation, Protection and Effort	4	$45.51	$182.04	0.34%	0	0	2	0	2	0	0	0	0
6080	Final Inspection and Follow-up Action (per C.2.d)	20	$48.60	$971.92	1.80%	8	0	0	0	12	0	0	0	0
6090	Punchlist Completion/Field-Related Project Closeout	40	$35.14	$1,405.76	2.60%	0	0	0	0	28	12	0	0	0
6100	Development of Record Drawings (per C.1.c)	18	$36.92	$664.52	1.23%	0	0	0	0	0	10		8	0
6110	Construction Documentation/Materials Close Out/Final IDA Audit Coordination	20	$34.33	$686.64	1.27%	0	0	0	0	12	8	0	0	0
	Totals	1,430	$37.76	$53,989.94	100.00%	97	0	2	18	857	396	0	60	0

Estimating Information and Data:

- Estimated 50 Calendar days: 7.1 Weeks Construction @ 6 working days/week = 42 days on-site
- No hours or Work during Winter months (October 15, 2021 to May 1, 2022)
- Assume 12 hours per day worked by the Contractor.
- Based on Scope, Assume Full-Time Resident Engineer & Part-time Inspectors for assistance (17 site visits)

ATTACHMENT D

PLANNING AND SPECIAL SERVICES

Category	Amount ($)	
1. Direct Salary Costs	_____	(ATTACHMENT D-1)
2. Labor and General and Administrative Overhead[1]	_____	
3. Direct Nonsalary Expenses		
Lodging[2,3]	_____	
Meals/Per Diem[2,3]	_____	
Transportation[2]	_____	
Materials & Supplies	_____	
Printing	_____	
CADD time[4]	_____	
Other Costs (excluding outside services)	_____	
4. Fixed Payment[5]	_____	
5. Outside Services	_____	

Cost Plus Fixed Payment
Total Amount Not to Exceed $ _____

OR

Lump Sum
Total Amount Not to Exceed $ _____

NOTES:

1/ A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

2/ Current approved rates established by State of Illinois - Governors Travel Control Board.

3/ Shall not be used in calculation of fixed payment amount.

4/ Maximum CADD rate shall be $15.00/hour.

5/ Fixed Payment (Profit) = (14.5%)x[Direct Salary Costs + (OH&B)x(Direct Salary Costs) + Transportation + Materials & Supplies + Printing + CADD time + Other Costs (excluding outside services)].

ATTACHMENT D-1

PLANNING AND SPECIAL SERVICES

ESTIMATE OF SALARY EXPENSES

Classification*	Hours	$Rate/Hour	Cost ($)
Principal			
Vice Principal			
Project Manager			
Senior Project Engineer			
Senior Project Architect			
Project Engineer			
Project Architect			
Senior Engineer			
Senior Architect			
Engineer			
Planner			
Registered Land Surveyor			
Land Surveyor			
Senior Engineering Technician			
Engineering Technician			
Engineering Assistant			
CADD/Draftsman/Technician			
Clerical			
Total	(hours)	(average)	$ (total direct salary costs) (ATTACHMENT D)

*Classifications may be adjusted as per Consultant's work force.

ATTACHMENT E

ENGINEERING REPORT (General Guidance)

The Engineering Report is to be prepared by the Consultant and submitted to the Sponsor and/or Department, if possible, prior to starting Plans and Specifications. The Report shall include, at a minimum, a discussion of the following elements which are applicable and any other elements deemed necessary by the Department:

1. Introduction, project overview and consistency with approved ALP, justification, scope, authorization, funding, required environmental actions and schedule.

2. Investigations and evaluations, including pavement history, PCI information, topographic survey data, soil sampling and testing, boring logs, CBR test results, subgrade stabilization considerations, and seasonal frost issues.

3. Pavement design considerations, including pavement types and/or alternates; any unusual design and reasons therefore, selection of design CBR value, traffic distribution, and reported pavement strength.

4. Rehabilitation, strengthening and/or overlay work shall be detailed as to the type of work required, including existing pavement conditions, material selection considerations, thickness design and economic analysis.

5. Construction features which vary from FAA criteria should be identified including the problem(s) facts, alternative solutions, and/ or desired solution. Is the desired solution the most economical?

6. Items such as materials sources, soils, drainage, water for construction, cost of land vs. development, contractor resources, available finances, and stage development. The report should say how these factors affected the decisions made by the Consultant in the design.

7. Explanation of drainage design criteria including explanation of drainage districts data INPUT and off-site drainage impact on design. Include drainage calculations and modeling.

8. Special considerations for local circumstances such as available material, equipment, contractors, and airport sponsored events.

9. Consultant's choice of options for the lighting design; similar explanation of choices made for the drainage, fencing, turfing and marking, including decisions regarding cover crop seeding.

10. Approach conditions which will result from proposed work and comparison with FAA criteria.

11. Analysis of potential RSA determination (if applicable).

12. Development of PCN for runway strengthening and rehabilitation projects.

13. Description of non-AIP work and quantity separation from AIP eligible items.

14. Identify work to be done by others such as utility companies and airports sponsor forces.

15. The Consultant's preliminary estimate of construction costs, fees and expenses shall be included.

16. A discussion of project safety concerns (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction) shall be included.

17. A discussion of project phasing / sequencing and estimate of construction calendar days shall be included.

ATTACHMENT F

Illinois Department of Transportation

Resident Engineer's Diary

Airport: _____ Date: _____

Contractor: _____ IL Project No.: _____ AIP Project _____

Temperature _____ Wind: _____ Weather Conditions: _____

Status: ☐ Active ☐ Suspended Jobsite Conditions: ☐ Workable ☐ Non-workable

Controlling Item: _____

Workforce

Consultant (# of people, hours): _____

Contractor (# of people, equipment, hours):

Daily Work

Pay items / General Location:

Instructions to Contractor / Unusual Events:

Verbal Approvals (official & item): _____

Additional Work (change order, etc.): _____

Official Visitors: _____

Materials Deliveries (material, quantity, quality) / Testing (test, location, corrective action):

Other:

Calendar Days: _____ Awarded
_____ Charged
_____ Remaining

DBE Onsite? (yes or no)
Own forces used? (yes or no)
Own equipment used? (yes or no)

Submitted _____ Firm: _____ Date: _____

ATTACHMENT G

COST PLUS FIXED PAYMENT INVOICE (Standard Format)

To: _____, Chief Engineer
Illinois Department of Transportation
Division of Aeronautics
Abraham Lincoln Capital Airport
1 Langhorne Bond Drive
Springfield, IL 62707-8415

From (Firm):_____
Address:_____
Telephone No.:_____
Invoice # _____ Date:_____
[ ] Partial [ ] Final

Attn: _____, Section Chief

Airport: _____ Municipality: _____, IL
Illinois Project No. _____ Federal Project No. _____
Notice to Proceed Date (OP&P Program Letter or Sponsor Authorization): _____
Per A/E Agreement/Amendment dated: _____

Services (Check only those services pertaining to invoice):

[ ] Preliminary Assessment and Schematic Design Phase
[ ] Design Phase
[ ] Construction Phase
[ ] Planning and Special Services
[ ] Other ( )
[ ] Amendment(s)

Service Dates: For Services Rendered From (date): _____ To (date): _____

	To Date	Billing
Period		
(1) Direct Salaries	$_____	$_____
Include all information per ATTACHMENT I (EFFORT DETAIL BREAKDOWN)		
(2) Labor and General and Administrative Overhead (_____%)	$_____	$_____
(3) Direct Non-Salary Expenses (OT Premium)	$_____	$_____
Support documentation must accompany all payment requests of direct non-salary expenses.		
(4) Profit – (Fixed Payment $_____ x ____% Complete)	$_____	$_____
(5) SUBTOTAL (1) – (4)	$_____	$_____
(6) Outside Services	$_____	$_____

TOTAL AMOUNT EARNED TO DATE: (5) + (6) ..... $_____
Maximum Payable (per Engineering Agreement) ..... $_____
Estimated total cost to complete project (for billings after 50%) ..... $_____
Less Total Amount(s) Previously Invoiced ..... $_____
PAYMENT DUE THIS INVOICE ..... $_____

I certify that to the best of my knowledge, the percent of work shown as complete on this Invoice is correct.

By: _____ _____
Printed Name and Title

Department Approval
By: _____ _____
Printed Name and Title

NOTE: This format is for general information. The Consultant's format containing essential data may be acceptable.

ATTACHMENT H

LUMP SUM INVOICE (Standard Format)

To: _____, Chief Engineer
Illinois Department of Transportation
Division of Aeronautics
Abraham Lincoln Capital Airport
1 Langhorne Bond Drive
Springfield, IL 62707-8415

From (Firm):_____
Address:_____
Telephone No.:_____
Invoice # _____ Date:_____
[ ] Partial [ ] Final

Attn: _____, Section Chief

Airport: _____ Municipality: _____, IL
Illinois Project No. _____ Federal Project No. _____
Notice to Proceed Date (OP&P Program Letter or Sponsor Authorization): _____
Per A/E Agreement/Amendment dated: _____

Services (Check only those services pertaining to invoice):

[ ] Preliminary Assessment and Schematic Design Phase
[ ] Design Phase
[ ] Construction Phase
[ ] Planning and Special Services
[ ] Other ( )
[ ] Amendment(s)

Service Dates:
For Services Rendered From (date): _____ To (date): _____

(1) Lump Sum (LS) Fee (or Maximum Payable per Engineering Agreement) $_____

(2) Percent of Work Complete: _____%

(3) Fee Earned to Date: (LS $_____ x _____% Complete) $_____

(4) Less Total Amount(s) Previously Invoiced $_____

(5) PAYMENT DUE THIS INVOICE $_____

I certify that to the best of my knowledge, the percent of work shown as complete on this Invoice is correct.

By: _____ _____
Printed Name and Title

Department Approval

By: _____ _____
Printed Name and Title

NOTE: This format is for general information. The Consultant's format containing essential data may be acceptable.

ATTACHMENT I

EFFORT DETAIL BREAKDOWN (Standard Format)

Page ____ of ____ Pages

Airport: _____
Illinois Project No. _____
Federal Project No. _____

Invoice No. _____
Date: _____

ENGINEERING COSTS BREAKDOWN

Agreement Paragraph Governing Services	Service Performed	Date Performed	Employee's Name and Classification	Hours	Rate	Amount

Total _____

ENGINEERING FIRM

Name _____

Address _____

_____

_____

Prepared By _____

Date _____

NOTE:
This format is for general information; however the consultant's format containing the essential data may be acceptable.

ATTACHMENT J
(See attached Geotechnical proposal)

TESTING SCHEDULE

Testing Schedule - anticipated for the Preliminary Assessment and Schematic Design, Design and Construction phases of the project. See subconsultant work scope

Description	Approximate Number
ASTM D 421, Particle Size Analysis	
ASTM D 2217	
ASTM C 422	
ASTM D 698, Moisture-Density Relations of Soil	
ASTM D 1557	
ASTM D 427, Shrinkage Factors of Soil	
ASTM D 2434, Permeability of Granular Soils	
AASHTO T 194, Determination of Organic Materials in Soils by Wet Combustion	
ASTM D 1883, Bearing Ratio of Laboratory Compacted Soil	
AASHTO T 222, Modulus of Soil Reaction	
ASTM D 2487, Soil Classification "Unified System"	
ASTM D 2113, Soil Borings	
ASTM C 207, Hydrated Lime	
ASTM C 131, Abrasion	
ASTM C 88, Soundness	
ASTM D 946, Penetration	
ASTM D 3381, Viscosity	
ASTM D 1559, Marshall Method	
ASTM C 136, Gradation	
ASTM D 2172, Extraction and Gradation	
ASTM D 2726, Bulk Specific Gravity	
ASTM D 2041, Maximum Theoretical Specific Gravity	
ASTM D 2950, Nuclear Density	
ASTM C 117 Washed Aggregate Sample	
ASTM D 4318, Liquid Limit, Plastic Limit, Plasticity Index	
ASTM C 127, Absorption and Specific Gravity	
ASTM C 128	
ASTM C 566, Moisture Content	
ASTM C 31, PCC Test Cylinders	
ASTM C 141, Slump	
ASTM C 231, Air Content	
ASTM C 78, Flexural Strength	
ASTM C 138, Yield, Cement Content	
ASTM D 412, Rubber in Tension	
ASTM D 1664, Striping Test	

The testing form shall be adjusted to the specific project. The consultant shall not assume IDOT will provide any testing and inspections. Payment for these services shall be at the rates established in ATTACHMENT K. - TESTING RATES & COST SUMMARY.

ATTACHMENT K

TESTING RATES & COST SUMMARY
(See attached Geotechnical proposal)

DESCRIPTION OF TEST	ESTIMATED COST PER TEST	NUMBER REQUIRED	TOTAL $

TESTING SERVICE CORPORATION

Corporate Office

360 South Main Place, Carol Stream, IL 60188-2404
630.462.2600 • Fax 630.653.2988

Local Office:

650 N. Peace Road, Suite D, DeKalb, IL 60115-8401
815.748.2100 • Fax 815.748.2110

August 20, 2020

Mr. Matthew N. Demos
Crawford, Murphy & Tilly, Inc.
125 South Wacker Drive, Suite 2880
Chicago, Illinois 60606

RE: P.N. 65,545
Construction Material Engineering
DeKalb Taylor Municipal Airport Runway 2-20 Resurfacing
Illinois Project: DKB-4800
AIP Project 3-17-SBGP-156/TBD
3232 Pleasant Street
DeKalb, Illinois

Dear Mr. Demos:

Per your request, Testing Service Corporation (TSC) is pleased to submit this proposal to provide the Construction Materials Engineering Services that will be requested by you for the above referenced project. The broad objectives of our work will be to conduct and interpret tests and report our findings as directed by Crawford, Murphy & Tilly, Inc.

TSC has great interest in being involved in this project during the construction phase. This project will be serviced by the DeKalb office of TSC which is less than 1 mile from the site. A member of the local community, TSC's DeKalb branch opened in the year 2001 and has provided Geotechnical, Drilling and Construction Materials Engineering and Testing (CME) services for thousands of projects in the DeKalb area.

TSC is the largest firm of its kind in Northern Illinois. Our DeKalb branch has the ability to draw resources from our four (4) other nearby, Chicago area offices to service your project. Our Employee-owned company has a staff of 100, including 13 Professional Engineers. Out of our DeKalb office, five (5) of our personnel have IDOT certifications in PCC and Hot Mix Asphalt, up to and including Level III.

TSC is staffed and equipped to provide any of the following services that may be ordered by you:

- **Field Quality Assurance Services**
  -Observe proof-rolling operations.
  -Recommend amount of undercut using IDOT cone penetrometer procedure.
  -Perform in-place density tests on engineered fill/backfill and granular base course
  -Test plastic concrete for slump, air content, temperature, unit weight and cast test cylinders.
  -Establish rolling pattern for bituminous concrete pavement mix with nuclear density gauge.
  -Pickup samples in the field for laboratory tests.

- **Bituminous Concrete Batch Plant Quality Assurance Services**
  -Daily hot bin and extraction analysis.
  -Sampling and testing of stockpile materials.
  -Check and adjust mixing formulas, as necessary.
  -Check temperatures of bitumen, drum and final mix.

-Mold Marshall samples and check for stability and flow or determine density of Prepared (HMA) specimen by means of Gyratory Compactor.
-Other tests as required by current IDOT procedures guide.

- **Portland Cement Concrete Batch Plant Quality Assurance Services**
  -Verify that current IDOT mix design is being used.
  -Check moisture content of fine aggregate.
  -Perform sieve analysis on stockpiled materials, as required by IDOT criteria.
  -Check the slump, air and temperature of final mix.
  -Other tests, as required by current IDOT procedure guide.

- **Laboratory**
  -Perform laboratory compaction curve for each soil type used.
  -Determine density and thickness for core samples submitted by contractor.
  -Aggregate gradation and soundness analysis.
  -Perform compressive and flexural strength tests for concrete cylinders and beams.
  -Other tests, as required.

- **QA Manager Services**
  -Review test results performed by our technicians in accordance with IDOT specification
  -Monitor and schedule site visits to test 20% of the total quantities for HMA and PCC mixes
  -Complete the necessary paperwork for PCC and HMA testing and electronically submit them to IDOT and your office.

TSC's field technicians are represented by Local 150 of the International Union of Operating Engineers. Supervision of the testing, observation and reporting is provided by a Registered Professional Engineer. Reports will generally be issued on a weekly basis as work progresses. Invoices will be issued monthly, subsequent to the reporting period.

A budget amount of Fourteen Thousand Dollars ($14,000.00) is recommended for your project. This estimate is based on a review of plans and specifications provided by Crawford, Murphy & Tilly, Inc. and prior experience on similar projects. TSC's itemized estimate is included in the "Assumptions and Estimated Fee" portion of this proposal. Factors such as weather, contractor efficiency and deviations from minimum testing and observation requirements may significantly impact the CME budget. Our fee is further subject to this proposal being accepted by you on or before May 30, 2021.

As mentioned above, the project will be handled by our DeKalb office. The DeKalb office is across Pleasant Street from the project site, which will allow us to serve your project promptly. In light of our proximity, we are waiving the light vehicle trip charge and the cylinder pickup charge.

The Services performed by TSC under this proposal are subject to prevailing wage regulations under Illinois law. Prevailing wage rates are established in June by the State of Illinois. Should the established wage be changed between the time of this proposal and the time of work, it will be necessary to revise this proposal so that the rates required by law are properly reflected. Prevailing wage categories are defined as follows:

Material Tester I: Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

Material Tester II: Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete and concrete and asphalt batch plants, adjusting proportions of bituminous mixtures.

TSC's fees include TSC's services being performed subject to the attached General Conditions which are incorporated herein. Unless we receive written instructions to the contrary, invoices will be sent to:

~~Mr. Matthew N. Demos~~ Accounts Payable
Crawford, Murphy & Tilly, Inc.
~~125 South Wacker Drive, Suite 2880~~ 2750 West Washington Street
~~Chicago, Illinois 60606~~ Springfield IL 62702

Tel: ~~312.855.2540~~
~~Cell: 630.337.9824~~ 217.787.8050
email: ~~mdemos@cmtengr.com~~ ap@cmtengr.com

When completing the attached project data form, kindly indicate who is to receive copies of TSC's report and other project data.

Your consideration of our proposal is appreciated. We look forward to being of service to you on this project.

Respectfully Submitted

TESTING SERVICE CORPORATION

Steven R. Koester, P.E.
Vice President

Prepared by:

for Timothy M. Muszynsky, P.E.
DeKalb CME Manager

Enc: General Conditions
Project Data Sheet

Approved and accepted for CMT by:

Brian R. Welker, PE -
(NAME)

Senior Vice President & COO
(TITLE)

September 23, 2020
(DATE)

SCHEDULE OF CHARGES

ITEM I FIELD SERVICES

A. Material Tester I	Per Hour:	$	110.00
B. Material Tester II	Per Hour:	$	112.00
C. Transportation, Light Vehicle * - waived due to proximity	Per Trip:	$	0.00*

The time is portal-to-portal from the office servicing the project.
Increase hourly rate by 1.5 for over 8.0 hours per day or Saturday .
Increase hourly rate by 1.7 for Sunday or Holiday work.
The minimum trip charge for 0 to 4 hours is four (4) hours and for 4 to 8 hours is eight (8) hours Monday through Friday and eight (8) hours on Saturday and Sunday.

Engineering services for summary report preparation are invoiced at the Graduate Engineer Rate.

D. Use of Nuclear Moisture/Density Gauge	Per Day:	$	50.00
E. Pickup Concrete Test Samples			
1. Fewer than 20 Cylinders at Grade Level * - waived due to proximity	Per Trip:	$	0.00*
2. 20 or more Cylinders or Cylinders in Basement or on Elevated Deck or Concrete Beams	Per Trip:	$	150.00
F. Structural Steel Test Equipment			
1. Ultrasonic Flaw Detector	Per Day:	$	50.00
2. Magnetic Particle Yoke	Per Day:	$	35.00
G. Fire-Proofing			
1. Cohesion Test Supplies	Per Day:	$	60.00
2. Density Test	Each:	$	45.00

ITEM II LABORATORY SERVICES

A. Soils

1. Compaction Curve to establish the Maximum Dry Unit weight and optimum water content		
a. Modified (AASHTO T180, ASTM D1557)	Each:	$ 210.00
b. Standard(AASHTO T99, ASTM D698)	Each:	$ 200.00
c. Add for Methods B, C, or D	Each:	$ 20.00
2. Thin-Walled Tube Samples		
a. Combined Water Content & Dry Unit Weight Determination	Each:	$ 20.00
b. Unconfined Compressive Strength	Each:	$ 20.00

B. Portland Cement Concrete/Aggregates

1. Concrete Test Cylinders (4"x8")		
a. Compressive Strength	Each:	$ 16.00
b. Spares/Handling Charge	Each:	$ 16.00
c. Trim End of Specimen When Necessary	Additional:	$ 10.00
2. Concrete Test Cylinders (6"x12")		
a. Compressive Strength	Each:	$ 19.00
b. Spares/Handling Charge	Each:	$ 19.00
c. Trim End of Specimen When Necessary	Additional:	$ 10.00
3. Concrete Beams for Flexural Strength Testing	Each:	$ 50.00
4. Mortar Cubes		
a. Compressive Strength	Each:	$ 19.00
b. 2" Cube Mold	Per Day:	$ 8.00
5. Contractor Made Cylinders	Each:	$ 30.00
a. Trim End of Specimen When Necessary	Additional:	$ 10.00
6. Evaluation of Mortars for Plain & Reinforced Masonry		
a. Pre-Construction	Each:	$ 350.00
b. Cement/Aggregate Ratio	Each:	$ 50.00
7. Masonry Block Prisms	Each:	$ 50.00
8. Sieve Analysis		
a. Washed w/200 Sieve	Each:	$ 100.00
b. Unwashed	Each:	$ 75.00

C. Bituminous Concrete

1. Extraction Analysis		
a. Unwashed	Each:	$ 210.00
b. Washed	Each:	$ 230.00
2. Compaction of Bituminous Mixture by Gyratory Methods and Bulk Specific Gravity Test	Set of Two	$ 210.00
3. Theoretical Maximum Specific Gravity of Paving Mixture	Each:	$ 100.00
4. Determining Asphalt Content by Ignition Oven:	Each:	$ 110.00
5. Determining Asphalt Content by Ignition Oven and Washed Gradation:	Each:	$ 200.00
6. Bulk Density of Core Specimens	Each:	$ 50.00

ITEM III CONSULTATION AND REPORT PREPARATION

A. Registered Professional Engineer, Principal	Per Hour:	$ 200.00
B. Registered Professional Engineer	Per Hour:	$ 175.00
C. Graduate Civil Engineer	Per Hour:	$ 150.00
D. Daily Engineering Services	Per Hour:	$ 150.00
D. Transportation		
1. Light Vehicle * - waived due to proximity	Trip Charge:	$ 0.00*
2. Light Vehicle (Over 100 miles round trip)	Per Mile:	~~$ 0.60~~
3. Public Transportation		Cost + 10%

The above rates are valid through December 31, 2021.

Per IDOT current reimbursement

ASSUMPTIONS & ESTIMATED FEE

The following estimate is based on review of materials quantities provided by Crawford, Murphy & Tilly, Inc. and the Illinois Department of Transportation's Project Procedures Guide. At the time this estimate was prepared the contractor's schedule was not available. The unit prices used below are based on our current cost structure.

Portland Cement Concrete/Field					
Item No.	ITEMS	Unit	Quantity	Unit Price	Amount
1	Material Tester I	Hour	4.0	110.00	$ 440.00
2	Material Tester I, Overtime	Hour	0.0	165.00	$ 0.00
3	Travel, Light Vehicle	Trip	0.0	50.00	$ 0.00
4	Pickup Test Samples	Each	0.0	100.00	$ 0.00
5	Concrete Test Cylinders (6"x 12")	Each	4.0	19.00	$ 76.00
6	Concrete Test Cylinders (4"x 8")	Each	0.0	16.00	$ 0.00
7	Sieve Analysis, Aggregate	Each	0.0	100.00	$ 0.00
				Sub-Total:	$ 516.00

Estimate Basis: One (1) day at 4-hours for testing P.C. Concrete and casting four (4) 6" x 12" cylinders for compressive strength testing.

Bituminous Concrete/Plant					
Item No.	ITEMS	Unit	Quantity	Unit Price	Amount
1	Material Tester II	Hour	0.0	112.00	$ 0.00
2	Material Tester II, Overtime	Hour	0.0	168.00	$ 0.00
3	Travel, Light Vehicle	Trip	0.0	50.00	$ 0.00
4	Pickup Test Samples	Each	5.0	100.00	$ 500.00
5	Nuclear Moisture Density Gauge	Day	0.0	50.00	$ 0.00
6	Bituminous Concrete Extraction Analysis	Each	5.0	210.00	$ 1,050.00
7	Compaction of Bituminous Mixture by Gyratory Methods and Bulk Specific Gravity Test	Set of Two	5.0	210.00	$ 1,050.00
8	Theoretical Maximum Specific Gravity of Paving Mixture	Each	5.0	100.00	$ 500.00
				Sub-Total:	$ 3,100.00

Bituminous Concrete/Field					
Item No.	ITEMS	Unit	Quantity	Unit Price	Amount
1	Material Tester I	Hour	8.0	110.00	$ 880.00
2	Material Tester I, Overtime	Hour	0.0	165.00	$ 0.00
3	Travel, Light Vehicle	Trip	0.0	50.00	$ 0.00
4	Pickup Test Samples	Each	22.0	100.00	$ 2,200.00
5	Nuclear Moisture Density Gauge	Day	2.0	50.00	$ 100.00
6	Bituminous Concrete Extraction Analysis	Each	0.0	210.00	$ 0.00
7	Compaction of Bituminous Mixture by Gyratory Methods and Bulk Specific Gravity Test	Set of Two	0.0	210.00	$ 0.00
8	Density of Core Sample	Each	128.0	50.00	$ 6,400.00
				Sub-Total:	$ 9,580.00

Estimate Basis: Two (2) days at 4-hours for testing compaction of Hot-Mix Asphalt (HMA). Per the CMT Request For Proposal (RFP) Line 4 "Please note the times cores and samples may be delivered to the laboratory by the resident engineer's representative or the contractor, which may reduce the number of pickup trips."

Project Coordination & Report Preparation					
Item No.	ITEMS	Unit	Quantity	Unit Price	Amount
1	Project Engineer	Hour	4.0	175.00	$ 700.00
2	QA Manager	Hour	0.0	150.00	$ 0.00
				Sub-Total:	$ 700.00

TSC's base fee schedule includes up to three copies of each report.

Estimated Total: $ 13,896.00

RECOMMENDED BUDGET: $ 14,000.00

GENERAL CONDITIONS

Geotechnical and Construction Services

TESTING SERVICE CORPORATION

1. PARTIES AND SCOPE OF WORK: If Client is ordering the services on behalf of another, Client represents and warrants that Client is the duly authorized agent of said party for the purpose of ordering and directing said services, and in such case the term "Client" shall also include the principal for whom the services are being performed. Prices quoted and charged by TSC for its services are predicated on the conditions and the allocations of risks and obligations expressed in these General Conditions. Unless otherwise stated in writing, Client assumes sole responsibility for determining whether the quantity and the nature of the services ordered by Client are adequate and sufficient for Client's intended purpose. Unless otherwise expressly assumed in writing, TSC's services are provided exclusively for client. TSC shall have no duty or obligation other than those duties and obligations expressly set forth in this Agreement. TSC shall have no duty to any third party. Client shall communicate these General Conditions to each and every party to whom the Client transmits any report prepared by TSC. Ordering services from TSC shall constitute acceptance of TSC's proposal and these General Conditions.

2. SCHEDULING OF SERVICES: The services set forth in this Agreement will be accomplished in a timely and workmanlike manner. If TSC is required to delay any part of its services to accommodate the requests or requirements of Client, regulatory agencies, or third parties, or due to any cause beyond its reasonable control, Client agrees to pay such additional charges, if any, as may be applicable.

3. ACCESS TO SITE: TSC shall take reasonable measures and precautions to minimize damage to the site and any improvements located thereon as a result of its services or the use of its equipment; however, TSC has not included in its fee the cost of restoration of damage which may occur. If Client desires or requires TSC to restore the site to its former condition, TSC will, upon written request, perform such additional work as is necessary to do so and Client agrees to pay to TSC the cost thereof plus TSC's normal markup for overhead and profit.

4. CLIENT'S DUTY TO NOTIFY ENGINEER: Client represents and warrants that Client has advised TSC of any known or suspected hazardous materials, utility lines and underground structures at any site at which TSC is to perform services under this Agreement. Unless otherwise agreed in writing, TSC's responsibility with respect to underground utility locations is to contact the Illinois Joint Utility Locating Information for Excavators for the location of public, but not private, utilities.

5. DISCOVERY OF POLLUTANTS: TSC's services shall not include investigation for hazardous materials as defined by the Resource Conservation Recovery Act, 42 U.S.C.§ 6901, et, seq., as amended ("RCRA") or by any state or Federal statute or regulation. In the event that hazardous materials are discovered and identified by TSC, TSC's sole duty shall be to notify Client.

6. MONITORING: If this Agreement includes testing construction materials or observing any aspect of construction of improvements, Client's construction personnel will verify that the pad is properly located and sized to meet Client's projected building loads. Client shall cause all tests and inspections of the site, materials and work to be timely and properly performed in accordance with the plans, specifications, contract documents, and TSC's recommendations. No claims for loss, damage or injury shall be brought against TSC unless all tests and inspections have been so performed and unless TSC's recommendations have been followed.

TSC's services shall not include determining or implementing the means, methods, techniques or procedures of work done by the contractor(s) being monitored or whose work is being tested. TSC's services shall not include the authority to accept or reject work or to in any manner supervise the work of any contractor. TSC's services or failure to perform same shall not in any way operate or excuse any contractor from the performance of its work in accordance with its contract. "Contractor" as used herein shall include subcontractors, suppliers, architects, engineers and construction managers.

Information obtained from borings, observations and analyses of sample materials shall be reported in formats considered appropriate by TSC unless directed otherwise by Client. Such information is considered evidence, but any inference or conclusion based thereon is, necessarily, an opinion also based on engineering judgment and shall not be construed as a representation of fact. Subsurface conditions may not be uniform throughout an entire site and ground water levels may fluctuate due to climatic and other variations. Construction materials may vary from the samples taken. Unless otherwise agreed in writing, the procedures employed by TSC are not designed to detect intentional concealment or misrepresentation of facts by others.

7. DOCUMENTS AND SAMPLES: Client is granted an exclusive license to use findings and reports prepared and issued by TSC and any sub-consultants pursuant to this Agreement for the purpose set forth in TSC's proposal provided that TSC has received payment in full for its services. TSC and, if applicable, its sub-consultant, retain all copyright and ownership interests in the reports, boring logs, maps, field data, field notes, laboratory test data and similar documents, and the ownership and freedom to use all data generated by it for any purpose. Unless otherwise agreed in writing, test specimens or samples will be disposed immediately upon completion of the test. All drilling samples or specimens will be disposed sixty (60) days after submission of TSC's report.

8. TERMINATION: TSC's obligation to provide services may be terminated by either party upon (7) seven days prior written notice. In the event of termination of TSC's services, TSC shall be compensated by Client for all services performed up to and including the termination date, including reimbursable expenses. The terms and conditions of these General Conditions shall survive the termination of TSC's obligation to provide services. ~~fifteen (15) days of payment~~ fifteen (15) days of payment from owner

9. PAYMENT: Client shall [illegible] services performed. Client agrees to pay each invoice within ~~thirty (30)~~ days of its receipt. Client further agrees to pay interest on all amounts invoiced and not paid or objected to in writing for valid cause within sixty (60) days at the rate of twelve (12%) per annum (or the maximum interest rate permitted by applicable law, whichever is the lesser) until paid and TSC's costs of collection of such accounts, including court costs and reasonable attorney's fees. DVP

10. WARRANTY: TSC's professional services will be performed, its findings obtained and its reports prepared in accordance with these General Conditions and with generally accepted principles and practices. In performing its professional services, TSC will use that degree of care and skill ordinarily exercised under similar circumstances by members of its profession. In performing physical work in pursuit of its professional services, TSC will use that degree of care and skill ordinarily used under similar circumstances. This warranty is in lieu of all other warranties or representations, either express or implied. Statements made in TSC reports are opinions based upon engineering judgment and are not to be construed as representations of fact.

Should TSC or any of its employees be found to have been negligent in performing professional services or to have made and breached any express or implied warranty, representation or contract, Client, all parties claiming through Client and all parties claiming to have in any way relied upon TSC's services or work agree that the maximum aggregate amount of damages for which TSC, its officers, employees and agents shall be liable is limited to $50,000 or the total amount of the fee paid to TSC for its services performed with respect to the project, whichever amount is greater. DVP

In the event Client is unwilling or unable to limit the damages for which TSC may be liable in accordance with the provisions set forth in the preceding paragraph, upon written request of Client received within five days of Client's acceptance of TSC's proposal together with payment of an additional fee in the amount of 5% of TSC's estimated cost for its services (to be adjusted to 5% of the amount actually billed by TSC for its services on the project at time of completion), the limit on damages shall be increased to $500,000 or the amount of TSC's fee, whichever is the greater. This charge is not to be construed as being a charge for insurance of any type, but is increased consideration for the exposure to an award of greater damages. DVP

11. INDEMNITY: Subject to the provisions set forth herein, TSC and Client hereby agree to indemnify and hold harmless each other and their respective shareholders, directors, officers, partners, employees, agents, subsidiaries and division (and each of their heirs, successors, and assigns) from any and all claims, demands, liabilities, suits, causes of action, judgments, costs and expenses, including reasonable attorneys' fees, arising, or allegedly arising, from personal injury, including death, property damage, including loss of use thereof, due in any manner to the negligence of either of them or their agents or employees or independent contractors. In the event both TSC and Client are found to be negligent or at fault, then any liability shall be apportioned between them pursuant to their pro rata share of negligence or fault. TSC and Client further agree that their liability to any third party shall, to the extent permitted by law, be several and not joint. The liability of TSC under this provision shall not exceed the policy limits of insurance carried by TSC. Neither TSC nor Client shall be bound under this indemnity agreement to liability determined in a proceeding in which it did not participate represented by its own independent counsel. The indemnities provided hereunder shall not terminate upon the termination or expiration of this Agreement, but may be modified to the extent of any waiver of subrogation agreed to by TSC and paid for by Client.

12. SUBPOENAS: TSC's employees shall not be retained as expert witnesses except by separate, written agreement. Client agrees to pay TSC pursuant to TSC's then current fee schedule for any TSC employee(s) subpoenaed by any party as an occurrence witness as a result of TSC's services.

13. OTHER AGREEMENTS: TSC shall not be bound by any provision or agreement (i) requiring or providing for arbitration of disputes or controversies arising out of this Agreement or its performance, (ii) wherein TSC waives any rights to a mechanics lien or surety bond claim; (iii) that conditions TSC's right to receive payment for its services upon payment to Client by any third party or (iv) that requires TSC to indemnify any party beyond its own negligence These General Conditions are notice, where required, that TSC shall file a lien whenever necessary to collect past due amounts. This Agreement contains the entire understanding between the parties. Unless expressly accepted by TSC in writing prior to delivery of TSC's services, Client shall not add any conditions or impose conditions which are in conflict with those contained herein, and no such additional or conflicting terms shall be binding upon TSC. The unenforceability or invalidity of any provision or provisions shall not render any other provision or provisions unenforceable or invalid. This Agreement shall be construed and enforced in accordance with the laws of the State of Illinois. In the event of a dispute arising out of or relating to the performance of this Agreement, the breach thereof or TSC's services, the parties agree to try in good faith to settle the dispute by mediation under the Construction Industry Mediation Rules of the American Arbitration Association as a condition precedent to filing any demand for arbitration, or any petition or complaint with any court. Paragraph headings are for convenience only and shall not be construed as limiting the meaning of the provisions contained in these General Conditions.

ATTACHMENT L (Optional)

SUMMARY OF PAYROLL BURDEN AND FIXED COSTS

	% of Direct Productive Payroll
Federal Insurance Contributions Act	
State Unemployment Compensation	
Federal Unemployment Compensation	
Workmen's Compensation Insurance	
Paid Holidays, Vacation, Sick Leave	
Bonus	
Pension	
Group Insurance	
TOTAL PAYROLL BURDEN & FRINGE COSTS	%

NOTE:
A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

ATTACHMENT M (Required)

SUMMARY OF OVERHEAD AND INDIRECT COSTS

CRAWFORD, MURPHY & TILLY, INC.
SUMMARY OF INDIRECT OVERHEAD COST
AUDITED CALENDAR YEAR 2018
AND PROVISIONAL 2018/2019

CMT ACCOUNT NUMBER	ACCOUNT NAME	% OF DIRECT LABOR COSTS	
	PAYROLL BURDEN AND FRINGE BENEFITS		
6151	FICA Tax	12.63%	
6102, 6103, 6170	Paid Time Off (Vacation, Holidays and Sick Leave)	18.51%	
6154, 6156, 6158	Group Medical, Life, Workers Comp, Disability and Unemployment Insurance	12.79%	
6159, 6160	Employee Retirement Plan Contributions	12.42%	56.35%
	GENERAL & ADMINISTRATIVE OVERHEAD EXPENSE		
6104-6119	Indirect Salaries - Not Allocable to Projects	59.17%	
6222, 6264	Miscellaneous Taxes	1.28%	
6231	Professional Fees	4.15%	
6251	Rent	10.66%	
6252	Utilities	0.87%	
6271	Telephone & Data	3.51%	
6253-6254	Maintenance, Repairs & Supplies	1.93%	
6261-6265	Office Supplies, Shipping & Reproduction	1.60%	
6281, 6284	Seminars, Registration & Education	2.56%	
6291,92,95,6321-23	Travel & Vehicle Expense	4.36%	
6331, 6332	Business Insurance	2.99%	
6351,52,61,62,69	Equipment Expense, Repairs & Maintenance	1.52%	
6366, 6367, 6368	Computer Expense & Supplies	9.59%	
6371,6372,6381,6382	Maps, Reference Books, Engineering & Survey Supplies	0.78%	
6401+COFC	Depreciation & Cost of Facilities Capital (0.57%)	5.91%	110.87%
	TOTAL OVERHEAD		167.22%

NOTE: A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

ATTACHMENT N

PROJECT CERTIFICATION

Airport: _____ Letting Date: _____

IL Project No.: _____

Federal Project No.: _____

Contract No: _____

Project Description: _____

_____

Pursuant to Federal Aviation Regulations, Part 152, as amended, and as a condition to receiving any Federal and/or State financial assistance through a Grant Offer from the FAA and/or the State of Illinois - Department of Transportation for the proposed airport development project, it is hereby represented, to the best of our knowledge, information, and belief that:

1. The Consultant has been selected to provide the necessary professional services for the project described herein and identified in the Professional Services Request For Qualifications (RFQ). Selection Date (Required):_____ Copy of Retainer attached (ATTACHMENT U).
2. Project is clearly delineated on the currently approved Airport Layout Plan. Approval Date (Required):_____.
3. Project is environmentally cleared. [ ] CatEx [ ] EA [ ] EIS [ ] FONSI Approval Date (Required):_____.
4. All Corps/EPA permits and other regulatory agency reviews/approvals/mitigation have been satisfied and there are no known encumbrances to the completion of the project. [ ] Yes [ ] No.
5. Plans were prepared in accordance with FAA approved standards and advisory circulars; and, the specifications were prepared in accordance with the FAA approved *Illinois Standard Specifications For Construction Of Airports*, along with the Division of Aeronautics' most current Policy Memorandums and "Handout" Specifications, except as noted by attached Modification of Standards (MOS) which has been addressed and justified in the engineering report and submitted to and approved by the FAA and Engineer of Design. [ ] Yes [ ] No. Approval Date of MOS (If applicable):_____.
6. The design conforms to the approved project scope. [ ] Yes [ ] No.
7. Provisions have been included for safety during construction (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction). [ ] Yes [ ] No.
8. The plans, special provisions and quantities have been thoroughly checked in accordance with best management practices by the Consultant for accuracy and consistency, and are in conformance with AC 150/5300-13 (latest edition). All contract deliverables referenced in Section I.F. DELIVERABLES have been submitted, received and determined acceptable. [ ] Yes [ ] No.

Date _____ By: _____ P.E.
Design Engineer (Consultant)

Date _____ By: _____
Sponsor

Date _____ By: _____ P.E.
Department Design Engineer

Date _____ By: _____ P.E.
Engineer of Design

ATTACHMENT O

DBE FINAL DOCUMENTATION

Illinois Department of Transportation

Prime Consultant

Name _____
Address _____
_____
Telephone _____

DBE Subconsultant

Name _____
Address _____
_____
Telephone _____

Subject

Airport _____
Illinois Project No. _____
Federal Project No _____

Contract Amounts

Consultant Contract Amount _____
DBE Contract Amount _____
DBE Participation (%) _____

This documentation verifies the services provided and the amount paid to the DBE Subconsultant on the above captioned contract. The undersigned certifies that the services reported herein were executed by the DBE, that the DBE actually provided the services and that the services reported herein conform to the services reported in the approved Professional Services Agreement together with any amendments approved by the Sponsor and/or Division as applicable.

Description of Service Provided	Contract Amount	Amount Paid	Difference (+/-)
1.			
2.			
3.			
4.			
5.			
6.			
Totals			

DBE Contract amount has been met or exceeded [ ] Yes [ ] No *(check one).*

DBE Contract amount not met – Shortfall $_____ *(documentation explaining shortfall attached).*

Prime Consultant

_____
Print Name

_____
Title

_____
Signature

_____
Date

DBE Subconsultant

_____
Print Name

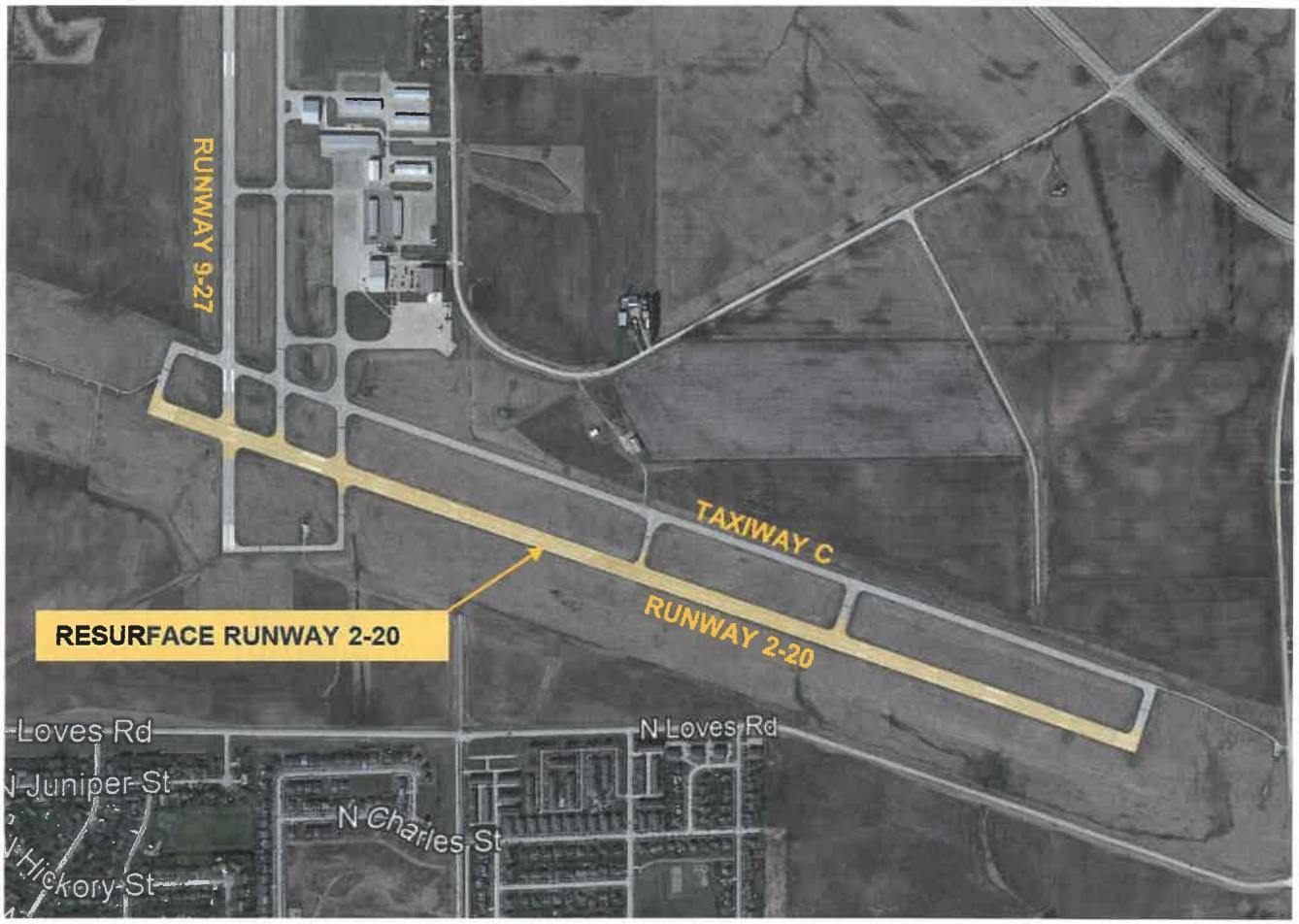
_____
Title

_____
Signature

_____
Date

ATTACHMENT P

PROJECT SKETCH



ATTACHMENT Q

PROJECT LETTING SCHEDULE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS
2020 LETTING SCHEDULE WITH ASSOCIATED DATES

22 week design timeline (154 calendar days)

CONSULTANT EFFORT LEVEL				Internal IDOT Deadlines					
START (0%)	35%	80%	100%						
PreDesign Meeting Target Date 30 weeks	Engineering Report to IDA for Comments 22 weeks	Sealed Plans and Specifications to IDA for Comments 12 weeks	Approved Final Plans and Specifications to IDA 8 weeks	Recommendation Memo 7 weeks	Transfer Bid Documents for Publication 6 weeks	Service Bulletin 5 weeks	IDOT Letting Date	Award 8 weeks	Start to Work 10 weeks
16-Nov-2018	11-Jan-2019	22-Mar-2019	19-Apr-2019	26-Apr-2019	03-May-2019	10-May-2019	14-Jun-2019	09-Aug-2019	23-Aug-2019
04-Jan-2019	01-Mar-2019	10-May-2019	07-Jun-2019	14-Jun-2019	21-Jun-2019	28-Jun-2019	02-Aug-2019	27-Sep-2019	11-Oct-2019
22-Feb-2019	19-Apr-2019	28-Jun-2019	26-Jul-2019	02-Aug-2019	09-Aug-2019	16-Aug-2019	20-Sep-2019	15-Nov-2019	01-May-2020
12-Apr-2019	07-Jun-2019	16-Aug-2019	13-Sep-2019	20-Sep-2019	27-Sep-2019	04-Oct-2019	08-Nov-2019	03-Jan-2020	01-May-2020
14-Jun-2019	09-Aug-2019	18-Oct-2019	15-Nov-2019	22-Nov-2019	29-Nov-2019	06-Dec-2019	17-Jan-2020	13-Mar-2020	01-May-2020
09-Aug-2019	04-Oct-2019	13-Dec-2019	10-Jan-2020	17-Jan-2020	24-Jan-2020	31-Jan-2020	06-Mar-2020	01-May-2020	15-May-2020
27-Sep-2019	22-Nov-2019	31-Jan-2020	28-Feb-2020	06-Mar-2020	13-Mar-2020	20-Mar-2020	24-Apr-2020	19-Jun-2020	03-Jul-2020
15-Nov-2019	10-Jan-2020	20-Mar-2020	17-Apr-2020	24-Apr-2020	01-May-2020	08-May-2020	12-Jun-2020	07-Aug-2020	21-Aug-2020
03-Jan-2020	28-Feb-2020	08-May-2020	05-Jun-2020	12-Jun-2020	19-Jun-2020	26-Jun-2020	31-Jul-2020	25-Sep-2020	09-Oct-2020
21-Feb-2020	17-Apr-2020	26-Jun-2020	24-Jul-2020	31-Jul-2020	07-Aug-2020	14-Aug-2020	18-Sep-2020	13-Nov-2020	01-May-2021

ATTACHMENT R

OP&P PROGRAM LETTER

Illinois Department of Transportation
Office of Planning and Programming
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 1, 2019

Mr. Tom Cleveland
Airport Manager
DeKalb Taylor Municipal Airport
3232 Pleasant Street
DeKalb, IL 60115

Mr. Cleveland,

The Illinois Department of Transportation's Airport Improvement Program provides funding for projects at airports throughout the state to ensure the continuation of safe and efficient operations at these facilities and maximize opportunities for economic development in Illinois.

The project detailed herein was selected for your airport based on project requests submitted to the Department during the Transportation Improvement Program (TIP) meetings. This program is based on Federal Aviation Administration (FAA) funding levels established in federal legislation which provide for a minimum of $1 million in entitlement funds for primary airports and a maximum of $150,000 entitlement funds for non-primary airports. Federal legislation calls for a maximum 90% federal participation. As such, the state and local match will be 5% each for all projects which are eligible for state funding. All other federal projects which are not eligible for state funds will require a minimum 10% local match.

Funding for the Illinois Airport Improvement Program is dependent upon receipt of Federal funds and legislative authorization of state appropriations. In addition, proposed development and land acquisition must be shown on an approved ALP, have cleared environmental processing, and the land already acquired or have a signed purchase agreement. For projects seeking Federal Discretionary Funds projects, these requirements must be completed, and evidence of completion provided to Aeronautics by October 1, 2019, before a project can be considered for funding.

The Department and the Airport Sponsor hereby specifically agree that they shall pay the above defined percentages of all project costs. In addition, the GRANTEE shall pay such additional project costs which exceed the sum of the GRANTOR's funds and the Federal funds, as are herein committed for this Project. **In the event your project exceeds these budget totals, the Sponsor may elect to pay any additional project costs which exceed the total sum of state and federal funds as planned and programmed to complete the project. If additional funds are deemed necessary post award, an amendment to the Agency Agreement with the Department must be developed and approved by the Department and the FAA before any additional funding may be allocated.**

In the event the Illinois General Assembly fails to appropriate funds, or sufficient funds are otherwise not made available for these projects, the Airport Sponsor will be required to pay the state and local costs as itemized below. This will include any amount which exceeds the totals listed.

Projects were selected based on the FAA's National Priority System as well as other state and local priorities. The Department has programmed the following project to be included in the FFY 2020 Proposed Airport Improvement Program for your airport:

The project **"Resurface Runway 2-20"** will be funded as follows:

Federal Non-Primary Airport Discretionary Funds	$3,750,000
Federal Non-Primary Entitlement Funds	$300,000
State Match	$225,000
Local Match	$225,000
Total Project Cost	$4,500,000

*** This project is seeking AIP Federal Discretionary Funds from the Federal Aviation Administration (FAA) and until such time the funds are received by the Department this project is not guaranteed.**

The Office of Intermodal Project Implementation (Aeronautics) letting schedule for construction projects must be strictly followed to ensure projects are advertised and brought to letting in an organized manner. The letting schedule allows for 30 weeks to develop a project from the date of the pre-design meeting to the letting.

To ensure eligibility of professional services for state and federal funding participation, you are required to satisfy the qualifications based selection process and enter into a retainer agreement, or professional services A/E agreement with the consultant of record selected for the project prior to any costs being incurred. This should take place prior to the project initiation/pre-design meeting. Aeronautics will facilitate this process, as well as the initial development and review of fees.

The project contained in this letter is officially programmed for development provided all state and federal requirements have been met. It is now the Airport Sponsor's responsibility to initiate the professional services phase of the project. Please contact Aeronautics, either directly or through your consultant, to schedule a project initiation meeting.

Please contact Mr. Alan Mlacnik, P.E. – Bureau Chief of Airport Engineering at 217.785.4884 to initiate this project. **Please initiate this project within 12 months of the date of this letter or this project will no longer be considered programmed. Projects are initiated by scheduling a predesign meeting for design/construction projects or a project initiation meeting for planning and environmental projects.**

Please contact me in the Office of Planning and Programming at 217.782.4118 or Richard Borus in Aeronautics at 217.785.0056 if you have questions regarding this program letter.

Sincerely,

BJ Murray

BJ Murray
Section Chief, Aviation Program Planning
Office of Planning and Programming

APMS Budget Amounts As of 1 Feb 2020

Project: 4800 - Runway - Resurface Runway 2/20

Description: Program budget

Federal			State of Illinois			Local sponsor		
General	0.00		Bond	0.00		General	0.00	
			GRF	0.00		ass. Facility Charges	0.00	
2020 NPE	150,000.00	3.06%		8,333.00	0.17%		8,333.00	0.17%
2020 Disc	4,258,000.00	86.94%		236,556.00	4.83%		236,556.00	4.83%
Total:	4,408,000.00	90.00%	Total:	244,889.00	5.00%	Total:	244,889.00	5.00%

Budget total: 4,897,778.00

Agency agreement execution date:

Primary airport grant execution date: Letter of Credit amount:

ATTACHMENT S

CURRENT IDOT PROVISIONAL PAYROLL BURDEN / FRINGE EXPENSE AND GENERAL / ADMINISTRATIVE EXPENSE RATE LETTER

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

December 18, 2019

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Roger Driskell
CRAWFORD, MURPHY, & TILLY, INC.
2750 West Washington Street
Springfield, IL 62702

Dear Roger Driskell,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2018. Your firm's total annual transportation fee capacity will be $92,000,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 167.22% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2019. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Jack Elston, P.E.
Bureau Chief
Bureau of Design and Environment

ATTACHMENT T

CONSULTANT'S PRELIMINARY ESTIMATE OF PROBABLE CONSTRUCTION COSTS

N/A – Construction Phase Services

ATTACHMENT U

RETAINER AGREEMENT

Exhibit A – Scope of Services

Including Illinois Department of Transportation – Division of Aeronautics and Federal Aviation Administration Standard Conditions

WHEREAS, the Owner intends to sponsor the accomplishment of a development program in stages of the public air navigation facilities known as the **DeKalb Taylor Municipal Airport** located in Latitude 41°56'01.8" N, Longitude 88° 42'20.5" W, in **DeKalb** County, State of Illinois; and

WHEREAS, the development program shall include projects described as:

1. Preparation of necessary applications, environmental documentation, airspace request and other documentation for FAA and IDOT DOA grant funding for projects within the 5-year Transportation Improvement Proposal.
2. Land acquisition/land acquisition reimbursement, including various plat preparation, such as appraisal plats, easements, plats of survey, etc., clear zone obstructions surveys, technical advice, and environmental site assessments.
3. Replace Existing VASI units on Runway Ends 2, 20 and 27 with PAPI Units.
4. Technical Assistance including Environmental Evaluations, Engineering review and consultation for the Reimbursement Request for the Purchase of the Snow Removal Equipment (SRE) Building – Phase 1 and 2.
5. Crack Repair and Remark Runway 2/20 including Rehabilitation evaluation and design for Runway 2/20 including lead-in connecting Taxiways.
6. Removal and Replacement or Rehabilitation of existing Aircraft Parking Aprons.
7. Overlay, Rehabilitation and Restore crown and grade for Runway 2/20 including lead-in connecting Taxiways.
8. Remove and Replace Perimeter Security Fencing.
9. Rehabilitation of T-Hangar Taxiway pavements, Parking Lots, Roads and Aprons; Phases 1, 2 and 3.
10. Airport Utility Relocation Design and Development, Various Phases. Develop preliminary engineering and plans for the relocation of necessary utilities on the airport including the accommodation of future Airport Developments.
11. Enlarge Existing 1st Detention Basin and Construct 2nd Detention basin to accommodate future development including stormwater design, evaluation and engineering.
12. Preliminary Engineering, Site Engineering for future Hangar development and expansion.
13. Relocation of Pleasant Street including alignment, engineering and plan development to accommodate East Frontal Area development.
14. Expand large aircraft parking apron including engineering for the necessary construction of the apron and any connecting taxiways.

WHEREAS, the Department of Transportation, Division of Aeronautics, State of Illinois, is authorized Agent of the Owner under the proposed development program (it shall be hereinafter referred to as the "Division");

WHEREAS, the Engineer agrees to furnish an executed "Certification of Engineer" and certain professional engineering services enumerated hereinafter, in connection with the aforesaid development project.

I. ENGINEERING SERVICES

The Engineer agrees to furnish and perform the various professional engineering services required for the preparation of the above reference construction project as follows:

(A.) The Planning Phase

1. Upon request by the Owner, the Engineer agrees to attend meetings and provide any professional advice, guidance and assistance in planning for the projects included in

A.1

ATTACHMENT N

PROJECT CERTIFICATION

Airport: **DeKalb Taylor Municipal**

Letting Date: **July 31, 2020**

IL Project No.: **DKB-4800**

Federal Project No.: **3-17-SBGP-156/TBD**

Contract No: **DK061**

Project Description: **Resurface Runway 2-20**

Pursuant to Federal Aviation Regulations, Part 152, as amended, and as a condition to receiving any Federal and/or State financial assistance through a Grant Offer from the FAA and/or the State of Illinois - Department of Transportation for the proposed airport development project, it is hereby represented, to the best of our knowledge, information, and belief that:

1. The Consultant has been selected to provide the necessary professional services for the project described herein and identified in the Professional Services Request For Qualifications (RFQ). Selection Date (Required): **July 10, 2017** Copy of Retainer attached (ATTACHMENT U).
2. Project is clearly delineated on the currently approved Airport Layout Plan. Approval Date (Required): **July 9, 2018**.
3. Project is environmentally cleared. [X] CatEx [ ] EA [ ] EIS [ ] FONSI Approval Date (Required): **December 5, 2019**
4. All Corps/EPA permits and other regulatory agency reviews/approvals/mitigation have been satisfied and there are no known encumbrances to the completion of the project. [X] Yes [ ] No.
5. Plans were prepared in accordance with FAA approved standards and advisory circulars; and, the specifications were prepared in accordance with the FAA approved *Illinois Standard Specifications For Construction Of Airports*, along with the Division of Aeronautics' most current Policy Memorandums and "Handout" Specifications, except as noted by attached Modification of Standards (MOS) which has been addressed and justified in the engineering report and submitted to and approved by the FAA and Engineer of Design. [X] Yes [ ] No. Approval Date of MOS (If applicable):_____.
6. The design conforms to the approved project scope. [X] Yes [ ] No.
7. Provisions have been included for safety during construction (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction). [X] Yes [ ] No.
8. The plans, special provisions and quantities have been thoroughly checked in accordance with best management practices by the Consultant for accuracy and consistency, and are in conformance with AC 150/5300-13 (latest edition). All contract deliverables referenced in Section I.F. DELIVERABLES have been submitted, received and determined acceptable. [X] Yes [ ] No.

Date **June 5, 2020** By: Matthew N. Dennis, P.E.
Design Engineer (Consultant)

Date **June 5, 2020** By: Daniel Reini
Sponsor

Date _____ By: _____ P.E.
Department Design Engineer

Date _____ By: _____ P.E.
Engineer of Design

LETTING ITEM NO. 01A
IDOT LETTING JULY 31, 2020

DK061
TOTAL SHEETS = 31

CITY OF DEKALB
DEKALB COUNTY, ILLINOIS

FINAL PLANS
FOR
DEKALB TAYLOR MUNICIPAL AIRPORT

RESURFACE RUNWAY 2-20

ILLINOIS PROJECT: DKB-4800
S.B.G. PROJECT: 3-17-SBGP-156/TBD

811 Know what's **below.** **Call** before you dig.

J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM 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 AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

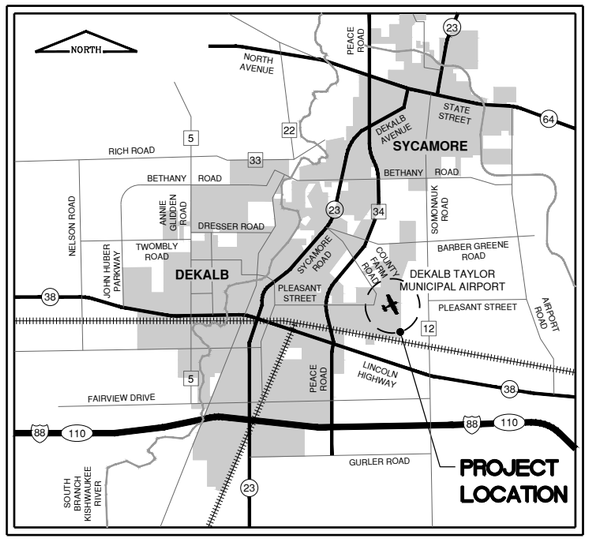
CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

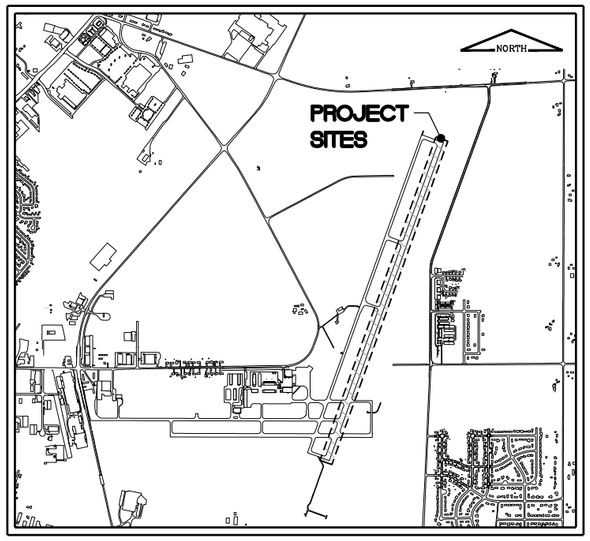
CITY OF DEKALB
DEKALB TAYLOR MUNICIPAL AIRPORT
3232 PLEASANT STREET
DEKALB, ILLINOIS 60115
Telephone: 815.748.8102

APPROVED BY Renee Riani
RENEE RIANI/AIRPORT MANAGER
DATE JUNE 5 , 2020

JUNE 5, 2020



LOCATION MAP



SITE PLAN

CALL J.U.L.I.E. BEFORE
EXCAVATING AT 811
DEKALB TAYLOR MUNICIPAL AIRPORT

TOWNSHIP: 40 NORTH
RANGE: 5 EAST
SECTION: 17, 18 AND 19
COUNTY: DEKALB
TOWNSHIP: CORTLAND

DESIGN INFORMATION

DESIGN AIRCRAFT APPROACH CATEGORY D
DESIGN AIRCRAFT GROUP III (GULFSTREAM V)

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CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

200248-02

LICENSED PROFESSIONAL ENGINEER
MATTHEW N. DEMOS
062-052381
STATE OF ILLINOIS

EXPIRES: 11-30-21

SUBMITTED BY Matthew N. Demos, P.E.
DATE JUNE 5 , 2020

XREF DWG: CMT NCS TB.dwg
IMAGE FILES: DTMA Logo-black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:15:08 AM
FILE: K:\DekalbAlg\200248\02-00_ResurfaceRwy2-20\Draw\Sheets\200248\02 - Quantities.dwg

INDEX TO SHEETS

1. COVER SHEET
2. INDEX TO SHEETS/SUMMARY OF QUANTITIES
3. SITE PLAN /PROJECT CONTROL PLAN
4. CONSTRUCTION ACTIVITY PLAN NOTES SHEET 1 OF 2
5. CONSTRUCTION ACTIVITY PLAN NOTES SHEET 2 OF 2
6. CONSTRUCTION ACTIVITY PLAN INDEX
7. CONSTRUCTION ACTIVITY PLAN - WORK AREA 1, 3 AND 5 (RWY 2-20 CLOSED)
8. CONSTRUCTION ACTIVITY PLAN - WORK AREA 2 AND 4 (RWY 2-20 AND 9-27 CLOSED)
9. CONSTRUCTION ACTIVITY PLAN DETAILS
10. STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS - SHEET 1
11. STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS - SHEET 2
12. TYPICAL SECTIONS - SHEET 1
13. TYPICAL SECTIONS - SHEET 2
14. PLAN AND PROFILE RUNWAY 2-20 SHEET 1
15. PLAN AND PROFILE RUNWAY 2-20 SHEET 2
16. PLAN AND PROFILE RUNWAY 2-20 SHEET 3
17. PLAN AND PROFILE RUNWAY 2-20 SHEET 4
18. PLAN AND PROFILE RUNWAY 2-20 SHEET 5
19. PLAN AND PROFILE RUNWAY 2-20 SHEET 6
20. PLAN AND PROFILE TAXIWAY C1 AND B/INTERSECTION GRADE DETAILS
21. PLAN AND PROFILE RUNWAY 9-27/INTERSECTON GRADE DETAILS
22. PLAN AND PROFILE TAXIWAY A AND C2/INTERSECTION GRADE DETAILS
23. PLAN AND PROFILE TAXIWAY C3 AND C4/INTERSECTION GRADE DETAILS
24. MARKING AND LANDSCAPING PLAN - SHEET 1
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26. MARKING AND LANDSCAPING PLAN - SHEET 3
27. PAVEMENT MARKING DETAIL
28. MISCELLANEOUS DETAILS
29. GROOVING PLAN AND DETAILS
30. BITUMINOUS MILLING, OVERLAY AND SHOULDER GRADE TABLE - SHEET 1
31. BITUMINOUS MILLING, OVERLAY AND SHOULDER GRADE TABLE - SHEET 2

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR125941	ADJUST STAKE MOUNTED LIGHT	EACH	85	
AR125942	ADJUST BASE MOUNTED LIGHT	EACH	16	
AR125946	ADJUST SPLICE CAN	EACH	6	
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR150520	MOBILIZATION	LS	1	
AR152480	SHOULDER ADJUSTMENT	SY	33,460	
AR156520	INLET PROTECTION	EACH	12	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	7,000	
AR201663	SAND MIX CRACK REPAIR	LF	1,400	
AR401610	BITUMINOUS SURFACE COURSE	TON	10,420	
AR401620	BITUMINOUS SURFACE COURSE, LEVELING	TON	14,010	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401640	BITUMINOUS PAVEMENT GROOVING	SY	63,294	
AR401650	BITUMINOUS PAVEMENT MILLING	SY	78,065	
AR401655	BUTT JOINT CONSTRUCTION	SY	4,110	
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	50	
AR401915	REM & REP BIT PAVEMENT - TYPE A	SY	500	
AR401916	REM & REP BIT PAVEMENT - TYPE B	SY	100	
AR603510	BITUMINOUS TACK COAT	GAL	26,340	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	91,720	
AR705944	ADJUST UNDERDRAIN CLEANOUT	EACH	32	
AR751943	ADJUST MANHOLE	EACH	1	
AR901510	SEEDING	ACRE	7.0	
AR908515	HEAVY DUTY HYDRAULIC MULCH	ACRE	7.0	

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

INDEX TO SHEETS/SUMMARY OF QUANTITIES

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DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

XREF DWG: C3MTNGS3Bdwg
EBASE-DKB-BASE.DWG

IMAGE FILES: D7MA Logo black.jpg

UPDATE BY: Jim Ohse
LAYOUT: Layout1

DATE: Friday, June 5, 2020 7:15:15 AM
FILE: K:\DeKalbAg\200248\02-00_ResurfaceRwy2-20\Drawn\Sheets\200248\02 - Site Plan.dwg

LEGEND

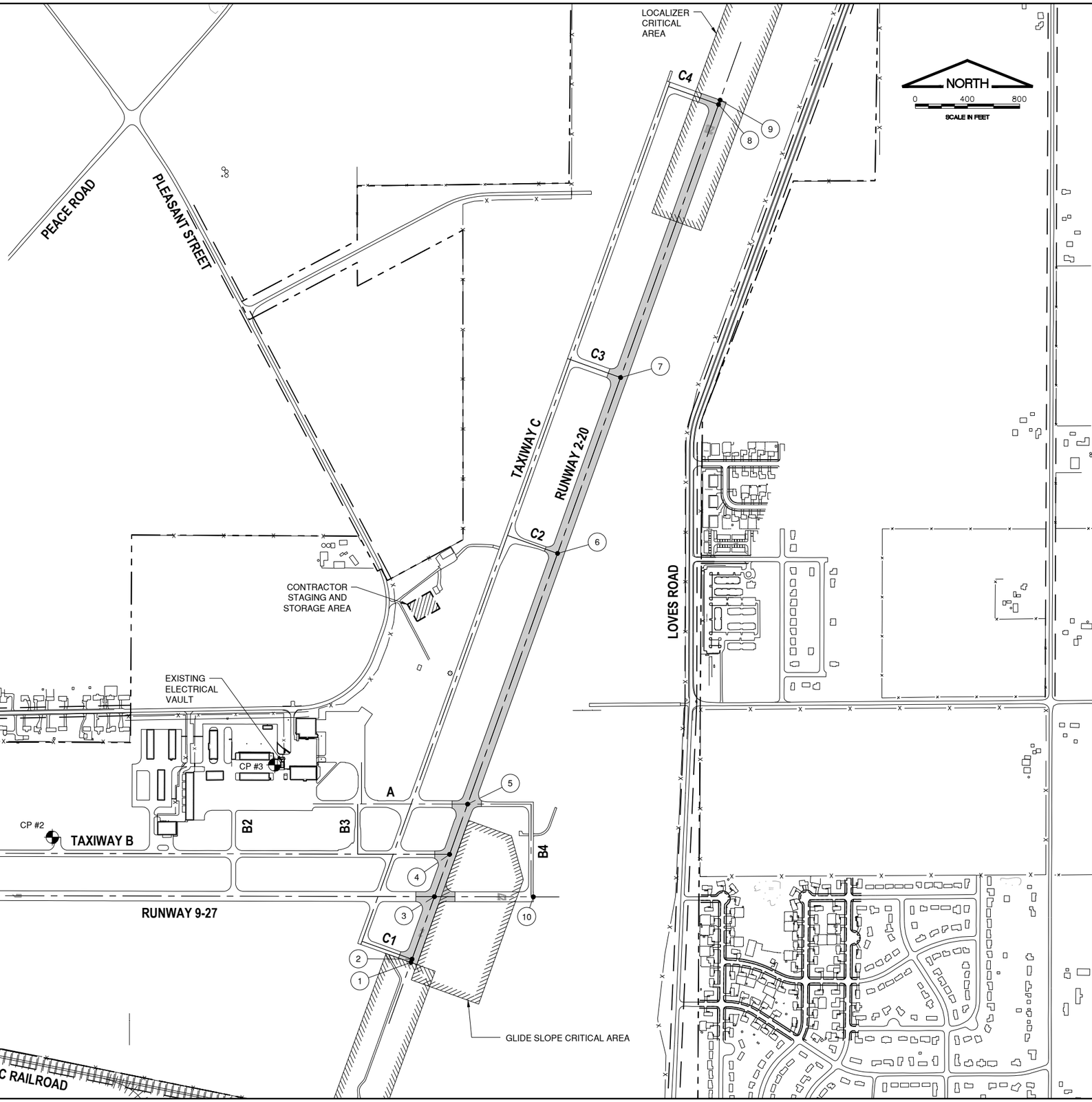
- PROPOSED LIMITS OF PAVEMENT IMPROVEMENTS
- EXISTING BUILDING
- EXISTING FENCE
- AIRPORT PROPERTY LINE
- HORIZONTAL/VERTICAL CONTROL POINT
- (1) PROJECT REFERENCE POINT

HORIZONTAL / VERTICAL CONTROL POINTS (DATUM: NAD83)

NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	1917359.99	878328.36	903.47	NGS "KALBPORT AZ MK" - STEEL ROD IN SLEEVE
2	1917400.05	879876.55	907.81	NGS "KALBPORT" - STEEL ROD IN SLEEVE
3	-	-	908.60	BEACON BASE - SOUTHWEST NUT

PROJECT LAYOUT POINTS

NO.	NORTHING	EASTING	STATION / LOCATION
1	1916440.4157	882626.9612	STA. 100+00.00 CL RUNWAY 2 END
2	1916464.8388	882635.6796	STA. 100+25.93 CL RUNWAY 2-20 STA. 0+00.00 CL TAXIWAY C1
3	1916944.4675	882807.8188	STA. 105+35.52 CL RUNWAY 2-20 STA. 131+42.77 CL RUNWAY 9-27
4	1917268.5701	882924.1092	STA. 108+79.85 CL RUNWAY 2-20 STA. 132+64.00 CL TAXIWAY B
5	1917654.7333	883062.6675	STA. 112+39.17 CL RUNWAY 2-20 / TAXIWAY A STA. 133+93.98 CL TAXIWAY A
6	1919576.6854	883752.2783	STA. 133+32.05 CL RUNWAY 2-20 STA. 0+00.00 CL TAXIWAY C2
7	1920925.2478	884236.1526	STA. 147+64.79 CL RUNWAY 2-20 STA. 0+00.00 CL TAXIWAY C3
8	1923020.1535	884987.8205	STA. 169+90.47 CL RUNWAY 2-20 STA. 0+00.00 CL TAXIWAY C4
9	1923053.4066	884999.7520	STA. 170+25.80 CL RUNWAY 20 END
10	1916942.8390	883566.6817	STA. 139+01.64 CL RUNWAY 27 END



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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

SITE PLAN/PROJECT CONTROL PLAN

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DEKALB TAYLOR MUNICIPAL AIRPORT

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XREF DWG: CMT NCS TitleBlock.dwg
IMAGE FILES: DTMA Logo-black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:57:59 AM
FILE: K:\DekalbAp\2020482\00_ResurfaceRwy2-20\Draw\Sheets\20248202 - Const Activity Plan Notes - 1.dwg

GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

1. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

1. TOTAL CONTRACT TIME SHALL BE 50 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

WORK AREAS AND DESCRIPTIONS

MOBILIZATION

COMPLETE MOBILIZATION DURING THE MOBILZATION TIME PERIOD.

BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK

AN AREA LOCATED ON RUNWAY 2-20 WILL BE DEDICATED FOR USE FOR A BITUMINOUS TEST STRIP. THIS WORK WILL INCLUDE, BUT NOT LIMITED TO, BITUMINOUS MILLING AND REPLACEMENT, AND PRE-CONSTRUCTION FIELD WORK.

WORK AREA 1A (RUNWAY 2-20 CLOSED)

WORK AREA 1A GENERALLY INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS, EDGE LIGHT ADJUSTMENTS, AND PAVEMENT MARKING (FIRST COAT) WITHIN THE RSA OF RUNWAY 2-20, BETWEEN THE NORTH TOFA LIMITS OF TAXIWAY A AND THE RUNWAY 20 END.

WORK AREA 1B (ALL RUNWAYS CLOSED)

WORK AREA 1B GENERALLY INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS, EDGE LIGHT ADJUSTMENTS, AND PAVEMENT MARKING (FIRST COAT) WITHIN THE RSA OF RUNWAY 2-20 AND OFZ OF RUNWAY 9-27, BETWEEN THE NORTH TOFA LIMITS OF TAXIWAY A AND THE RUNWAY 2 END.

WORK AREA 2A (RUNWAY 2-20 CLOSED

WORK AREA 2A GENERALLY INCLUDES BITUMINOUS GROOVING AND SECOND COAT OF PAVEMENT MARKING WITHIN THE RSA OF RUNWAY 2-20, BETWEEN THE NORTH TOFA LIMITS OF TAXIWAY A AND THE RUNWAY 20 END.

WORK AREA 2B (ALL RUNWAYS CLOSED)

WORK AREA 2B GENERALLY INCLUDES BITUMINOUS GROOVING AND SECOND COAT OF PAVEMENT MARKING WITHIN THE RSA OF RUNWAY 2-20 AND OFZ OF RUNWAY 9-27, BETWEEN THE NORTH TOFA LIMITS OF TAXIWAY A AND THE RUNWAY 2 END.

RESTRICTIONS

GENERAL (ALL WORK AREAS)

ALL WORK AREAS WITHIN AN RSA OR TOFA MUST BE RESTORED AND INSPECTED TO MEET FAA SAFETY CRITERIA PER THE CONTRACTOR'S CSPP PRIOR TO RETURNING THE AREA TO AIR TRAFFIC OPERATIONS. SEE CSPP NOTES IN THE PLANS FOR ADDITIONAL INFORMATION ON INSPECTION REQUIREMENTS.

ALL WORK AREAS ARE LOCATED INSIDE THE AOA SECURITY FENCE, AND ARE SUBJECT TO THE LIMITATIONS DESCRIBED IN SPECIFICATIONS, PART 1 - GENERAL PROVISIONS.

WORK CONDUCTED UTILIZING EXTENDED CLOSURES OF AIRFIELD PAVEMENTS AS INDICATED IN THE PLANS WILL ALLOW THE CONTRACTOR TO CONDUCT WORK 24 HOURS A DAY, 7 DAYS A WEEK OR UNLESS SPECIFICALLY NOTED FOR THE RESTRICTIONS IN EACH WORK AREA. THE CLOSURES WILL ALLOW THE CONTRACTOR TO COMPLETE ALL WORK INSIDE THE RESPECTIVE TOFA, OFZ OR RSA, AND TO A DISTANCE OUTSIDE THESE AREAS AS NOT TO RE-ENCROACH THE TOFA, OFZ OR RSA WITH MANPOWER OR EQUIPMENT ONCE THE CLOSURE PERIOD IS CONCLUDED.

SIMULTANEOUS CLOSURES OF AIRFIELD PAVEMENTS TO COMPLETE WORK IN MORE THAN ONE WORK AREA AT A TIME WILL NOT BE ALLOWED EXCEPT AS SPECIFCALLY NOTED.

EITHER RUNWAY 2-20 OR RUNWAY 9-27 MUST BE OPEN DURING THE WEEK-LONG AIRVENTURE 2021 OSHKOSH FLY-IN SCHEDULED FOR THE LAST WEEK IN JULY. THIS EVENT MUST BE ACCOUNTED FOR IN THE FINAL CONSTRUCTION SCHEDULE.

BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK

THE BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK MUST BE COMPLETED AND ACCEPTED PRIOR TO CLOSING AIRFIELD PAVEMENTS FOR PRODUCTION WORK IN ALL WORK AREAS.

THE SCHEDULED RUNWAY 2-20 CLOSURE FOR THIS WORK WILL BE LIMITED TO TWO (2) CONTINUOUS WEEKDAYS ONLY, STARTING AT 7:00 AM ON WEEKDAY NO. 1 AND ENDING BY 5:00 PM ON THE FOLLOWING WEEKDAY, BEFORE RE-OPENING RUNWAY 2-20 TO AIRCRAFT OPERATIONS. RUNWAY 9-27 WILL CONTINUALLY BE OPEN FOR AIRCRAFT OPERTIONS DURING THIS PERIOD. THIS CLOSURE PERIOD CAN NOT INCLUDE A WEEKEND OR HOLIDAY IN BETWEEN THE WEEKDAY CLOSURES.

WORK AREA 1A (RUNWAY 2-20 CLOSED)

AN EXTENDED CLOSURE OF RUNWAY 2-20 IS REQUIRED TO COMPLETE WORK WITHN THE RSA OF THE RUNWAY, EXCLUDING GROOVING AND SECOND COAT OF PAVEMENT MARKING. SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR THIS AREA WILL BE LIMITED TO A CONTINUOUS 45 CALENDAR-DAY PERIOD. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING RUNWAY 2-20 TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

RUNWAY 9-27 WILL CONTINUALLY BE OPEN FOR AIRCRAFT OPERATIONS EXCEPT AS NOTED FOR WORK AREA 1B.

WORK AREA 1B (ALL RUNWAYS CLOSED)

AN EXTENDED SIMULTANEOUS CLOSURE OF BOTH RUNWAY 2-20 AND RUNWAY 9-27 IS REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20, OFZ OF RUNWAY 9-27, AND TOFA OF TAXIWAY A (EAST OF TAXIWAY C). SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR THIS AREA WILL BE LIMITED TO A CONTINUOUS 14 CALENDAR-DAY PERIOD. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING RUNWAY 2-20 AND RUNWAY 9-27 TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 1B MUST OCCUR WITHIN THE CLOSURE PERIOD FOR WORK AREA 1A.

WORK AREA 2A (RUNWAY 2-20 CLOSED)

AN EXTENDED CLOSURE OF RUNWAY 2-20 IS REQUIRED TO COMPLETE WORK WITHN THE RSA OF THE RUNWAY.

THE CONTRACTOR MUST ALLOW ALL NEW BITUMINOUS PAVEMENTS TO CURE A MINIMUM OF 30 DAYS PRIOR TO GROOVING OPERATIONS AND SECOND COAT OF PAVEMENT MARKING. ALL PAVEMENT GRADE CORRECTIONS AND SMOOTHNESS REMEDIES MUST BE COMPLETED AND ACCEPTED BY THE ENGINEER PRIOR TO GROOVING.

SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR BITUMINOUS GROOVING AND SECOND COAT OF PAVEMENT MARKING IN THIS AREA WILL BE LIMITED TO ONE (1) WEEK STARTING AT 7:00 AM ON MONDAY UNTIL 5:00 PM THE FOLLOWING FRIDAY, BEFORE RE-OPENING RUNWAY 2-20 TO AIRCRAFT OPERATIONS.

RUNWAY 9-27 WILL CONTINUALLY BE OPEN FOR AIRCRAFT OPERATIONS EXCEPT AS NOTED FOR WORK AREA 2B.

WORK AREA 2B (ALL RUNWAYS CLOSED)

AN EXTENDED SIMULTANEOUS CLOSURE OF BOTH RUNWAY 2-20 AND RUNWAY 9-27 IS REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20, OFZ OF RUNWAY 9-27, AND TOFA OF TAXIWAY A (EAST OF TAXIWAY C).

THE CONTRACTOR MUST ALLOW ALL NEW BITUMINOUS PAVEMENTS TO CURE A MINIMUM OF 30 DAYS PRIOR TO GROOVING OPERATIONS AND SECOND COAT OF PAVEMENT MARKING. ALL PAVEMENT GRADE CORRECTIONS AND SMOOTHNESS REMEDIES MUST BE COMPLETED AND ACCEPTED BY THE ENGINEER PRIOR TO GROOVING.

SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR THIS AREA WILL BE LIMITED TO TWO (2) CONTINUOUS WEEKDAYS ONLY, STARTING AT 7:00 AM ON WEEKDAY NO. 1 AND ENDING BY 5:00 PM ON THE FOLLOWING WEEKDAY, BEFORE RE-OPENING RUNWAY 2-20 AND RUNWAY 9-27 TO AIRCRAFT OPERATIONS.

WORK WITHIN WORK AREA 2B MUST OCCUR WITHIN THE CLOSURE PERIOD FOR WORK AREA 2A.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. NAVAIDS THAT COULD BE AFFECTED

1. THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID.
2. EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A CLOSURE PERIOD ON ANY ASSOCIATED PAVEMENTS. IF THE LIGHTING CIRCUIT MUST BE ON FOR OPEN PAVEMENT AREAS, CLOSED PAVEMENT AREA LIGHTS SHALL BE COVERED COMPLETELY.
3. EXCEPT WHERE NOTED IN THE PLANS, EXISTING COMMUNICATIONS EQUIPMENT AND NAVIGATIONAL AIDS (NAVAIDS) SHALL NOT BE DISTURBED BY THE CONTRACTOR AND SHALL BE PROTECTED FROM DAMAGE.
4. PRIOR TO BEGINNING SITE WORK, CONTRACTOR SHALL COORDINATE THROUGH AIRPORT OPERATIONS TO LOCATE, AND THE CONTRACTOR TO MARK ALL UNDERGROUND COMMUNICATIONS CABLES AND FACILITIES, WITHIN THE PROJECT AREA.
5. IF CONTRACTOR CAUSES INTERRUPTION OF POWER OR COMMUNICATIONS TO A NAVAID CONTRACTOR SHALL REPAIR WITHIN 24 HOURS AT THE CONTRACTOR'S COST. CONTRACTOR MUST COORDINATE REPAIR WITH AIRPORT OPERATIONS BEFORE ANY REPAIR IS MADE.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATE(S) SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE CLOSED DURING WORK HOURS.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
4. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER SECTION 70-10 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.
5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, ASPHALT, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA FENCE, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL THAT HAS OBTAINED PROPER DRIVING PRIVILEGES.
6. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE AIRPORT UNICOM (122.70 MHZ) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY SATISFIED THE AIRPORT OF THEIR COMPETENCE MAY OPERATE THESE RADIOS.
7. THE CONTRACTORS STORAGE AND STAGING AREAS WILL BE AS SHOWN ON THE SITE PLAN.
8. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
9. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREAS.
10. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
11. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTINGNAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
12. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE COMMON TRAFFIC ADVISORY FREQUENCY. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
13. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
14. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
15. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
16. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

IL. CONTRACT: **DK061**
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

CONSTRUCTION ACTIVITY PLAN NOTES
SHEET 1 OF 2

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DATE:	6/5/2020
JOB No:	200248-02

SHEET 4 OF 31 SHEETS

XREF DWG: CMT NCS TB.dwg
IMAGE FILES: DTMA Logo-black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:15:23 AM
FILE: K:\DekalbAlg\2002480\00_ResurfaceRwy2-20\Draw\Sheets\20024802 - Const Activity Plan Notes - 2.dwg

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 10 DAYS NOTICE TO THE FAA AND AIRPORT PRIOR TO THE CLOSURE OF ANY RUNWAY SO THAT THE FAA MAY DEACTIVATE THE FAA - OWNED NAVAIDS.
3. THE CONTRACTOR SHALL GIVE A MINIMUM 30 DAYS NOTICE TO THE AIRPORT, AND PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, PRIOR TO CLOSING ANY RUNWAY OR TAXIWAY PAVEMENT SO THAT THE PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT FOR COORDINATION WITH THE AIRPORT TENANTS.
4. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBISTE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST EDITION MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

11. UNDERGROUND UTILITIES

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

13. SPECIAL CONDITIONS

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

14. RUNWAY AND TAXIWAY VISUAL AIDS

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
2. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2G OR LATEST EDITION.

15. MARKING AND SIGNS FOR ACCESS ROUTES

1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.

16. HAZARD MARKING AND LIGHTING

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5C OR LATEST EDITION AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

1. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.
2. LIGHTS SHALL CONSIST OF VEHICLE OR MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL NOT INTERFERE WITH AIR OPERATIONS. ANY WORK BEING PERFORMED UNDER INSUFFICIENT ARTIFICIAL LIGHTING, IN THE RESIDENT ENGINEER'S JUDGEMENT, SHALL BE STOPPED UNTIL SUCH TIME AS ADDITIONAL LIGHTING IS PROVIDED. ALL WORK PERFORMED DURING THAT TIME WILL NOT BE ACCEPTABLE UNTIL PROPER INSPECTION AND TESTING CAN BE MADE.

18. PROTECTION

1. ALL WORK REQUIRED INSIDE OF A RUNWAY SAFETY AREA, WILL REQUIRE THE RUNWAY TO BE CLOSED.
2. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WILL REQUIRE THE TAXIWAY TO BE CLOSED.

19. OTHER LIMITATIONS ON CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

CONSTRUCTION ACTIVITY PLAN NOTES
SHEET 2 OF 2

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DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 5 OF 31 SHEETS

XREF DWG: BASE-DKB.DWG
CMT NCS TB.dwg

IMAGE FILES: DTMA Logo-black.jpg

UPDATE BY: Jim Ohse
LAYOUT: Layout1

DATE: Friday, June 5, 2020 7:15:31 AM
FILE: K:\DekalbAp\200248\02-00_ResurfaceRwy2-20\Draw\Sheets\200248-02 - Const Activity Plan Index.dwg

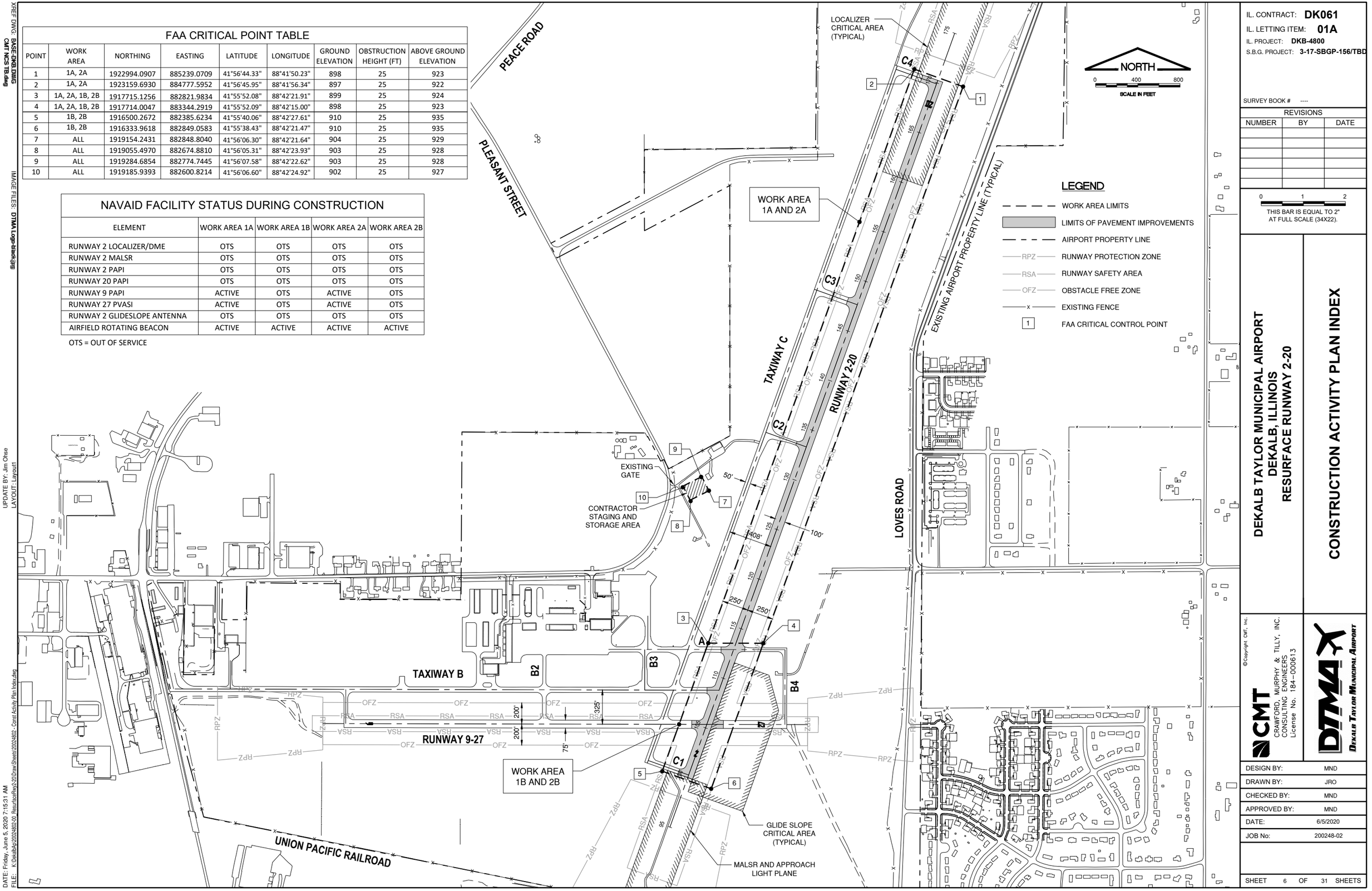
FAA CRITICAL POINT TABLE

POINT	WORK AREA	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT (FT)	ABOVE GROUND ELEVATION
1	1A, 2A	1922994.0907	885239.0709	41°56'44.33"	88°41'50.23"	898	25	923
2	1A, 2A	1923159.6930	884777.5952	41°56'45.95"	88°41'56.34"	897	25	922
3	1A, 2A, 1B, 2B	1917715.1256	882821.9834	41°55'52.08"	88°42'21.91"	899	25	924
4	1A, 2A, 1B, 2B	1917714.0047	883344.2919	41°55'52.09"	88°42'15.00"	898	25	923
5	1B, 2B	1916500.2672	882385.6234	41°55'40.06"	88°42'27.61"	910	25	935
6	1B, 2B	1916333.9618	882849.0583	41°55'38.43"	88°42'21.47"	910	25	935
7	ALL	1919154.2431	882848.8040	41°56'06.30"	88°42'21.64"	904	25	929
8	ALL	1919055.4970	882674.8810	41°56'05.31"	88°42'23.93"	903	25	928
9	ALL	1919284.6854	882774.7445	41°56'07.58"	88°42'22.62"	903	25	928
10	ALL	1919185.9393	882600.8214	41°56'06.60"	88°42'24.92"	902	25	927

NAVAID FACILITY STATUS DURING CONSTRUCTION

ELEMENT	WORK AREA 1A	WORK AREA 1B	WORK AREA 2A	WORK AREA 2B
RUNWAY 2 LOCALIZER/DME	OTS	OTS	OTS	OTS
RUNWAY 2 MALSR	OTS	OTS	OTS	OTS
RUNWAY 2 PAPI	OTS	OTS	OTS	OTS
RUNWAY 20 PAPI	OTS	OTS	OTS	OTS
RUNWAY 9 PAPI	ACTIVE	OTS	ACTIVE	OTS
RUNWAY 27 PVASI	ACTIVE	OTS	ACTIVE	OTS
RUNWAY 2 GLIDESLOPE ANTENNA	OTS	OTS	OTS	OTS
AIRFIELD ROTATING BEACON	ACTIVE	ACTIVE	ACTIVE	ACTIVE

OTS = OUT OF SERVICE



IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

CONSTRUCTION ACTIVITY PLAN INDEX

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DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 6 OF 31 SHEETS

XREF DWG: CMT NCS TB.dwg
BASE-DKB.DWG

IMAGE FILES: DTMA Logo-black.jpg

UPDATE BY: Jim Ohse
LAYOUT: Layout1

DATE: Friday, June 5, 2020 7:15:41 AM
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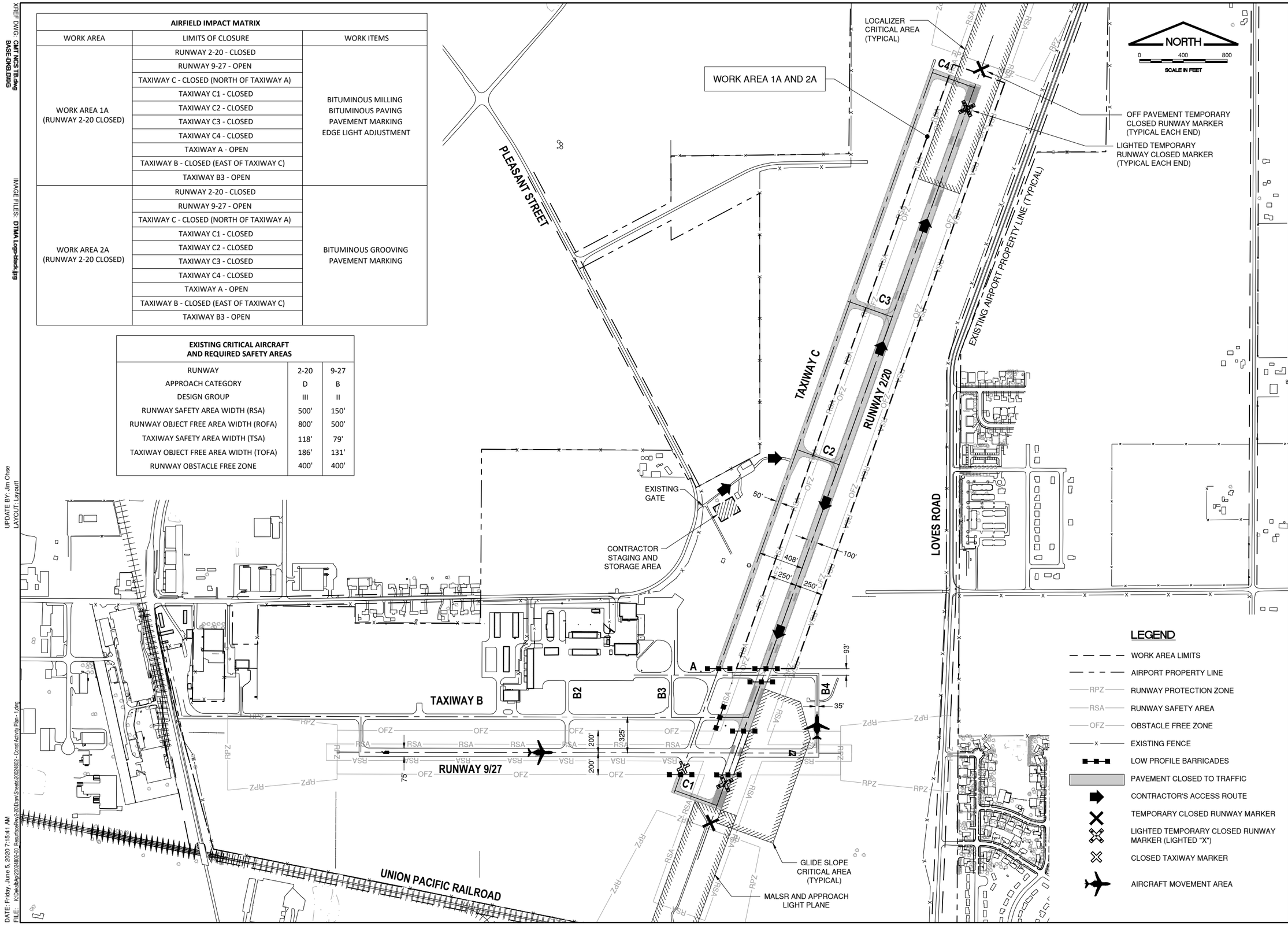
AIRFIELD IMPACT MATRIX		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA 1A (RUNWAY 2-20 CLOSED)	RUNWAY 2-20 - CLOSED RUNWAY 9-27 - OPEN TAXIWAY C - CLOSED (NORTH OF TAXIWAY A) TAXIWAY C1 - CLOSED TAXIWAY C2 - CLOSED TAXIWAY C3 - CLOSED TAXIWAY C4 - CLOSED TAXIWAY A - OPEN TAXIWAY B - CLOSED (EAST OF TAXIWAY C) TAXIWAY B3 - OPEN	BITUMINOUS MILLING BITUMINOUS PAVING PAVEMENT MARKING EDGE LIGHT ADJUSTMENT
WORK AREA 2A (RUNWAY 2-20 CLOSED)	RUNWAY 2-20 - CLOSED RUNWAY 9-27 - OPEN TAXIWAY C - CLOSED (NORTH OF TAXIWAY A) TAXIWAY C1 - CLOSED TAXIWAY C2 - CLOSED TAXIWAY C3 - CLOSED TAXIWAY C4 - CLOSED TAXIWAY A - OPEN TAXIWAY B - CLOSED (EAST OF TAXIWAY C) TAXIWAY B3 - OPEN	BITUMINOUS GROOVING PAVEMENT MARKING

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS		
RUNWAY	2-20	9-27
APPROACH CATEGORY	D	B
DESIGN GROUP	III	II
RUNWAY SAFETY AREA WIDTH (RSA)	500'	150'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'	500'
TAXIWAY SAFETY AREA WIDTH (TSA)	118'	79'
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	186'	131'
RUNWAY OBSTACLE FREE ZONE	400'	400'



LEGEND

- WORK AREA LIMITS
- AIRPORT PROPERTY LINE
- RPZ — RUNWAY PROTECTION ZONE
- RSA — RUNWAY SAFETY AREA
- OFZ — OBSTACLE FREE ZONE
- EXISTING FENCE
- LOW PROFILE BARRICADES
- PAVEMENT CLOSED TO TRAFFIC
- CONTRACTOR'S ACCESS ROUTE
- TEMPORARY CLOSED RUNWAY MARKER
- LIGHTED TEMPORARY CLOSED RUNWAY MARKER (LIGHTED "X")
- CLOSED TAXIWAY MARKER
- AIRCRAFT MOVEMENT AREA

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

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REVISIONS

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

CONSTRUCTION ACTIVITY PLAN
WORK AREA 1A AND 2A
(RUNWAY 2-20 CLOSED)

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CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 7 OF 31 SHEETS

XREF DWG: CMT NCS TB.dwg
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IMAGE FILES: DTMA Logo-black.jpg

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LAYOUT: Layout1

DATE: Friday, June 5, 2020 7:15:51 AM
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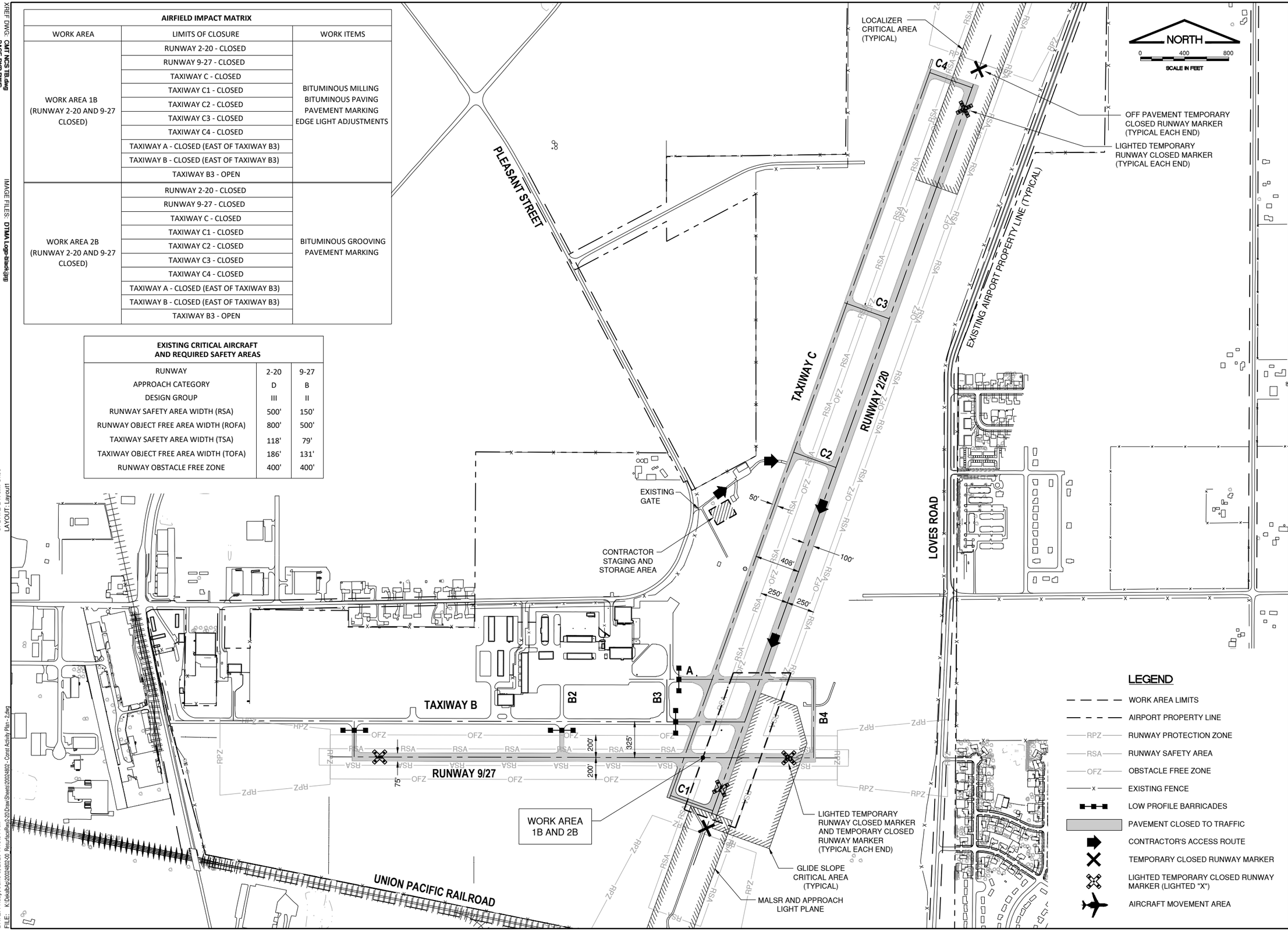
AIRFIELD IMPACT MATRIX		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA 1B (RUNWAY 2-20 AND 9-27 CLOSED)	RUNWAY 2-20 - CLOSED	BITUMINOUS MILLING BITUMINOUS PAVING PAVEMENT MARKING EDGE LIGHT ADJUSTMENTS
	RUNWAY 9-27 - CLOSED	
	TAXIWAY C - CLOSED	
	TAXIWAY C1 - CLOSED	
	TAXIWAY C2 - CLOSED	
	TAXIWAY C3 - CLOSED	
	TAXIWAY C4 - CLOSED	
	TAXIWAY A - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY B - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY B3 - OPEN	
WORK AREA 2B (RUNWAY 2-20 AND 9-27 CLOSED)	RUNWAY 2-20 - CLOSED	BITUMINOUS GROOVING PAVEMENT MARKING
	RUNWAY 9-27 - CLOSED	
	TAXIWAY C - CLOSED	
	TAXIWAY C1 - CLOSED	
	TAXIWAY C2 - CLOSED	
	TAXIWAY C3 - CLOSED	
	TAXIWAY C4 - CLOSED	
	TAXIWAY A - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY B - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY B3 - OPEN	

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS		
RUNWAY	2-20	9-27
APPROACH CATEGORY	D	B
DESIGN GROUP	III	II
RUNWAY SAFETY AREA WIDTH (RSA)	500'	150'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'	500'
TAXIWAY SAFETY AREA WIDTH (TSA)	118'	79'
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	186'	131'
RUNWAY OBSTACLE FREE ZONE	400'	400'



LEGEND

- WORK AREA LIMITS
- AIRPORT PROPERTY LINE
- RPZ — RUNWAY PROTECTION ZONE
- RSA — RUNWAY SAFETY AREA
- OFZ — OBSTACLE FREE ZONE
- EXISTING FENCE
- LOW PROFILE BARRICADES
- PAVEMENT CLOSED TO TRAFFIC
- CONTRACTOR'S ACCESS ROUTE
- TEMPORARY CLOSED RUNWAY MARKER
- LIGHTED TEMPORARY CLOSED RUNWAY MARKER (LIGHTED "X")
- AIRCRAFT MOVEMENT AREA

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

CONSTRUCTION ACTIVITY PLAN
WORK AREA 1B AND 2B
(RUNWAY 2-20 AND 9-27 CLOSED)

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DATE:	6/5/2020
JOB No:	200248-02

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IMAGE FILES: DTMA Logo-black.jpg
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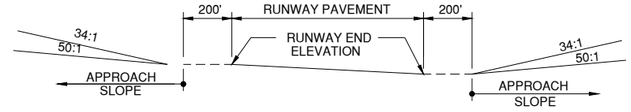
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:15:59 AM
FILE: K:\DekalbAp\200248002\00_Resurface\Rwy2-20\Draw\Sheets\200248002 - Const Activity Plan Details.dwg

CLOSED RUNWAY MARKER NOTES

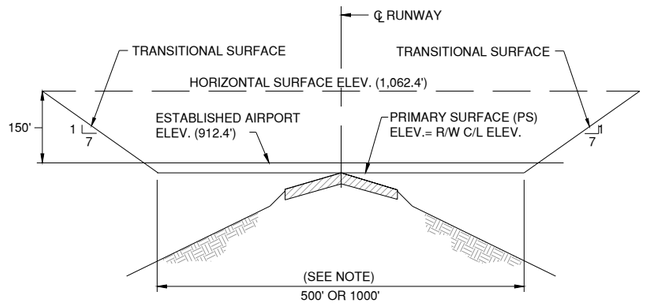
1. DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT.
2. FOR RUNWAY CLOSURES THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING YELLOW CROSSES AT THE LOCATION AND DIMENSIONS DETAILED ON THE SEQUENCE OF CONSTRUCTION AND PER AC 150/5370-2 (LATEST EDITION). THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.
3. THE CONTRACTOR SHALL ALSO PROVIDE AND INSTALL LIGHTED "X"S ON EACH END OF A CLOSED RUNWAY, AND SHALL BE REQUIRED TO MAINTAIN THE LIGHTED "X"S DURING EACH CLOSURE PERIOD.
4. TEMPORARY CLOSED RUNWAY MARKERS SHALL BE YELLOW.
5. TEMPORARY MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
6. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
7. MARKERS AND LIGHTED "X"S ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN. LIGHTED "X"S SHALL FACE THE APPROACH OF EACH RUNWAY END.
8. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS AND LIGHTED "X"S SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

RUNWAY END	ELEVATION	APPROACH SLOPE
2	912.6	50:1
20	903.7	34:1
9	911.4	34:1
27	911.7	34:1

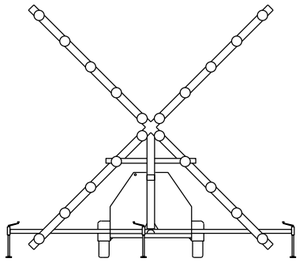


TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

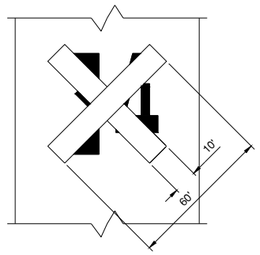
NOTE:

IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W) ARE SIMILAR EXCEPT PRIMARY SURFACE (PS) DIMENSIONS VARY
RUNWAY 9-27 500' PS (250' LT & RT OF CENTERLINE)
RUNWAY 2-20 1000' PS (500' LT & RT OF CENTERLINE)



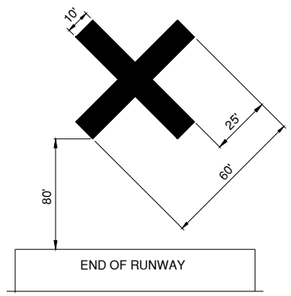
LIGHTED TEMPORARY RUNWAY CLOSURE MARKER

NOT TO SCALE



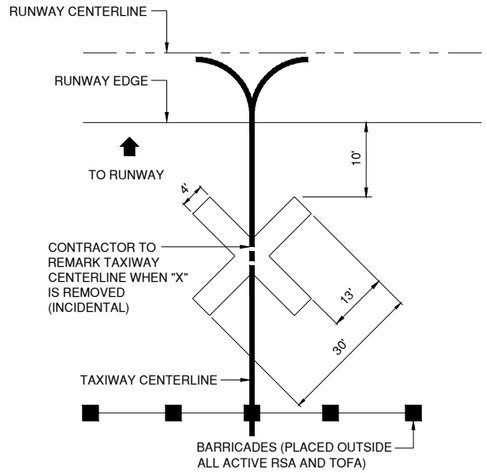
TEMPORARY CLOSED RUNWAY MARKER DETAIL

ON PAVEMENT - NO SCALE



OFF PAVEMENT TEMPORARY CLOSED RUNWAY MARKER DETAIL

NOT TO SCALE

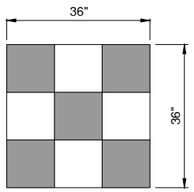


CLOSED TAXIWAY MARKER DETAIL

NOT TO SCALE

AIRFIELD LIGHTS AND SIGNS NOTES

1. CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND TAXIWAY LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS RE-OPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. COST INCIDENTAL TO THE CONTRACT. REMOVING LAMPS FROM ENERGIZED FIXTURES AS A MEANS TO REMOVE THE LIGHTS OR FIXTURES FROM SERVICE SHALL NOT BE ACCEPTABLE.
2. CONTRACTOR SHALL TURN OFF RUNWAY EDGE LIGHTING REGULATOR AND LOCK-OUT/TAG-OUT CIRCUIT BREAKER AND CUT OUT INSIDE THE ELECTRICAL VAULT. DURING ALL RUNWAY CLOSURES. CONTRACTOR SHALL COORDINATE ACCESS TO THE VAULT WITH THE AIRPORT MANAGER/RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY, THE CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER/RESIDENT ENGINEER TO RE-ENERGIZE THE RUNWAY CIRCUIT.

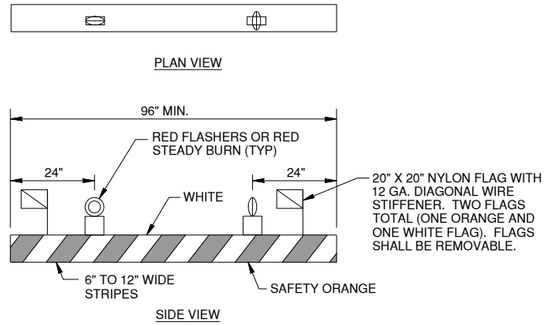


CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

NOT TO SCALE

CLOSED TAXIWAY MARKER DETAIL NOTES

1. CLOSED TAXIWAY MARKERS SHALL BE PAINTED YELLOW WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING OR OTHER MATERIAL THAT DOES NOT VIOLATE THE OBJECT FREE AREA CRITERIA AND RUNWAY SAFETY AREA CRITERIA PER ADVISORY CIRCULAR 150/5300-13A (LATEST EDITION) AND ARE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT.
2. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
3. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. PLACE MARKERS OVER TAXIWAY CENTERLINE.
5. MARKERS SHALL BE ADEQUATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS.
6. MARKERS ARE ONLY REQUIRED FOR CLOSURES EXCEEDING 72 HOURS.



AIRSIDE LOW PROFILE LIGHTED BARRICADE

NOT TO SCALE

BARRICADE NOTES

1. FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90^.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. BARRICADES TO BE PLACED WITH A MAXIMUM OF 4' SPACING END TO END UP TO THE EDGE OF PAVEMENT ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
4. FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
6. BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL MEET CURRENT FAA REQUIREMENTS.
7. PLACE ALL BARRICADES OUTSIDE RUNWAY SAFETY AREAS AND OUTSIDE TAXIWAY OBJECT FREE AREAS.
8. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
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0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

CONSTRUCTION ACTIVITY PLAN DETAILS

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DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

XREF DWG: CMT NCS TB.dwg
IMAGE FILES: DTMA Logo-black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:16:03 AM
FILE: K:\DekalbAlg\200248\02-00_ResurfaceRwy2-20\Draw\Sheets\20024802 - Swppp Notes And Details - 1.dwg

STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE WITH NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIMEFRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING, WHICH WILL BE AT THE CONTRACTOR'S COST. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE PLANS.

SITE DESCRIPTION:

THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

THIS PROJECT CONSISTS OF REHABILITATION OF AN EXISTING BITUMINOUS PAVEMENT AT THE DEKALB TAYLOR MUNICIPAL AIRPORT. THE PROJECT INCLUDES TURF SHOULDER ADJUSTMENT, VARIOUS PAVEMENT ITEMS, ELECTRICAL WORK, PAVEMENT MARKING AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

DESCRIPTION OF CONSTRUCTION ACTIVITY:

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION AND GRADING:

PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL.

REMOVAL, ADJUSTMENTS AND INSTALLATION OF ELECTRICAL AND MISCELLANEOUS ITEMS.

BITUMINOUS PAVEMENT MILLING AND PAVING.

TURF SHOULDER ADJUSTMENT, SEEDING, MULCHING AND SEEDING.

BITUMINOUS PAVEMENT GROOVING.

INSTALLATION OF NEW PAVEMENT MARKING.

REMOVAL AND DISPOSAL OF TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 25 ACRES OF WHICH 8 ACRES WILL BE DISTURBED BY GRADING AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
2. PROJECT PLAN DOCUMENTS, SPECIFICATION AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

THE CONSTRUCTION SITE DRAINS INTO THE KISHWAUKEE RIVER THROUGH A STORM SEWER SYSTEM.

EROSION AND SEDIMENT CONTROL:

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

THE DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, SOD, PROTECTION OF TREES, PRESERVATION OF NATURAL VEGETATION, AND ALL OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN SEVEN (7) DAYS.

THE DOWN STREAM SIDE OF ALL STOCKPILES SHALL BE ENCOMPASSED WITH EROSION CONTROL BARRIER.

AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.

CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS WITHIN THE STAGING AREA. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT PERIODICALLY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2" OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE RESIDENT ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT THE EROSION AND SEDIMENT CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCIDENTAL TO THE CONTRACT.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SOIL CONTAMINATION FROM BUILDING MATERIALS, FERTILIZERS, CHEMICALS, PAVEMENT MARKING, WASTE PILES, FUEL CONTAINMENT, AND ANY OTHER POTENTIAL HAZARDOUS MATERIALS THAT MAY EXIST ONSITE.

NO DEDICATED CONCRETE OR ASPHALT BATCH PLANTS SHALL BE LOCATED ON THIS SITE.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.

COST OF MAINTAINING THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INCIDENTAL TO THE CONTRACT.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RE-SEEDED AND/OR SODDED.

MAINTENANCE AFTER CONSTRUCTION:

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE OF TEMPORARY AND PERMANENT EROSION CONTROL SYSTEMS UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

DOCUMENTATION:

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF INTENT (NOI)" PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL POST A SIGN OR OTHER NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE. IF THIS IS NOT POSSIBLE, THEN IT MAY BE PERMITTED TO POST THIS NOTICE IN A LOCAL PUBLIC BUILDING. THE SIGN OR NOTICE MUST CONTAIN THE FOLLOWING:

1. A COPY OF THE COMPLETED NOTICE OF INTENT (NOI) AS SUBMITTED TO THE IEPA
2. THE LOCATION OF THE SWPPP AND NAME AND 24/7 TELEPHONE NUMBER OF THE CONTACT PERSON.

THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN AND UPDATE AN "AS-BUILT" SET OF STORM WATER POLLUTION PREVENTION PLANS IN THE PROJECT FILES. THE SWPPP SHALL BE UPDATED WITHIN 7-DAYS OF ANY MODIFICATIONS TO THE PLANS. THE SWPPP AND ALL REVISIONS SHALL BE RETAINED FOR THREE YEARS AFTER FINAL STABILIZATION OF THE SITE, WHICH SHALL BE DEFINED AS VEGETATION COVER OF AT LEAST 70% OF HISTORIC CONDITIONS.

A STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL INSPECTION REPORT (FORM BC 2259) SHALL BE BE COMPLETED WITH INSPECTION FREQUENCIES AS OUTLINED HEREIN. SWPPP REPORTS SHALL BE RETAINED FOR THREE YEARS AFTER THE DATE OF FINAL STABILIZATION AS DEFINED HEREIN.

IF ANY VIOLATION OF THE PROVISIONS OF THE PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION COVERED IN THIS PLAN, THE ENGINEER AND/OR CONTRACTOR SHALL COMPLETE AND FILE AN "INCIDENT OF NONCOMPLIANCE (ION)" REPORT FOR THE IDENTIFIED VIOLATION. THE FORMS SHALL BE AS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, AND SHALL INCLUDE SPECIFIC INFORMATION ON THE INCIDENT THAT CAUSED NONCOMPLIANCE, ACTIONS THAT WERE TAKEN TO CORRECT THE NONCOMPLIANCE AND TO PREVENT ITS' REOCCURRENCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G. OF THE GENERAL PERMIT.

AFTER PROJECT FINAL ACCEPTANCE, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF TERMINATION (NOT)" FORM PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY. FORMS FOR THE IEPA SHALL BE MAILED TO THE FOLLOWING ADDRESS"

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL, MAIL CODE #15
ATTN: PERMIT SECTION
1021 NORTH GRAND AVENUE EAST
P.O. BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

NPDES PERMIT #	
DATE ISSUED	
DATE EXPIRED	

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

1. ALL TREE PROTECTION, SEDIMENT CONTROL MEASURES, AND PERMANENT AND TEMPORARY STORM WATER PRACTICES SHALL BE IN PLACE PRIOR TO STARTING CONSTRUCTION.
2. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR FLOWING WATER SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOWS AT ALL TIMES. THE USE OF EARTHEN MATERIAL FOR ISOLATION WILL NOT BE ACCEPTABLE.
3. CONSTRUCTION MATERIALS AND/OR OTHER STOCKPILES SHALL NOT BE LOCATED ON STREAM BANKS NOR IN THE PATH OF STREAM FLOW.
4. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
5. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG GRADING OR SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
6. THE CONTRACTOR SHALL INSPECT ADJACENT STREETS DAILY AND CLEAN ADJACENT STREETS WHEN NECESSARY. ADJACENT STREETS SHALL BE KEPT FREE OF SOIL AND DEBRIS.
7. SHOULD IT BE NECESSARY TO REMOVE ANY EROSION CONTROL DEVICES FOR CONSTRUCTION REASONS, THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION AND SHALL REPLACE AND/OR REPAIR THE REMOVED DEVICES THE SAME DAY. THE COST OF REMOVING AND REPLACING THE DEVICE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. ALL OTHER SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MEASURES DEEMED NECESSARY BY THE RESIDENT ENGINEER, COOK COUNTY, CHICAGO EXECUTIVE AIRPORT, IDOT DIVISION OF AERONAUTICS, AND THE IEPA SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR.
9. THE CONTRACTOR SHALL PROVIDE LOCATIONS FOR CONCRETE TRUCK WASHOUT, AS APPROVED BY THE ENGINEER, PRIOR TO ANY CONCRETE POURS. THESE LOCATIONS SHALL NOT BE NEAR ANY STREAM OR BODY OF WATER. LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY CONCRETE POURS. ADDITIONALLY THE CONTRACTOR SHALL PROVIDE ADEQUATE FACILITIES TO WASH OUT PAVING EQUIPMENT AND FINISHING TOOLS. ALL WASTE WATER AND EXCESS CONCRETE MATERIALS SHALL BE CONTAINED BY AN APPROVED CONCRETE WASHOUT FACILITY.
10. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO ENSURE THAT EROSION CONTROL MEASURES ARE CONSISTENT BETWEEN ALL PROJECT PHASES AND ALL SUB-CONTRACTORS.
11. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT, OR BY HIS PERSONNEL. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN THE WETLANDS.
12. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED BY AN APPROVED MEANS.
13. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE DEVICE OR AS RECOMMENDED BY THE MANUFACTURER, WHICHEVER IS LESS.
14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE OPERATIONAL.
15. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
16. PERMANENT STABILIZATION SHALL BE COMPLETED WITHIN 7 DAYS FOR AREAS WHERE WORK IS COMPLETED.

CONTRACTOR CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:

ROUTE: DEKALB TAYLOR MUNICIPAL AIRPORT MARKED: RESURFACE RUNWAY 2-20
SECTION: 17, 18 AND 19 PROJECT NUMBER: DKB-4800
COUNTY: DEKALB CONTRACT NUMBER: 3-17-SBGP-TBD (DK0XX)

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE: _____ DATE: _____
PRINTED NAME: _____ TITLE: _____
NAME OF FIRM: _____
STREET ADDRESS: _____
CITY, STATE, ZIP: _____
PHONE NUMBER: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

RECORD OF SITE DISTURBANCE AND STABILIZATION

MAJOR GRADING ACTIVITIES: LOCATION:	BEGINNING DATE: COMPLETION DATE:
MAJOR GRADING ACTIVITIES: LOCATION:	BEGINNING DATE: COMPLETION DATE:
SITE STABILIZATION: LOCATION:	BEGINNING DATE: COMPLETION DATE:
SITE STABILIZATION: LOCATION:	BEGINNING DATE: COMPLETION DATE:
CONSTRUCTION CEASED: EXPLANATION:	BEGINNING DATE: COMPLETION DATE:

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AS CONSTRUCTION PROGRESSES IN ACCORDANCE WITH THE NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES. THIS INFORMATION MAY ALSO BE NOTED DIRECTLY ON THE SWPPP SITE MAP.

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

STORMWATER POLLUTION PREVENTION PLAN NOTES AND DETAILS SHEET 1

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DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
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DATE:	6/5/2020
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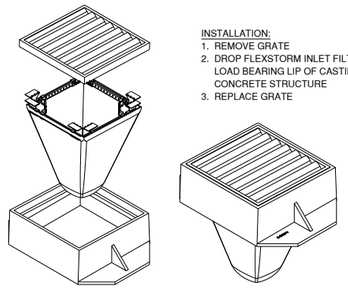
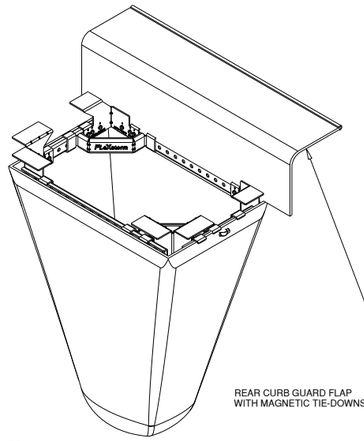
XREF DWG: CMT NCS TB.dwg
IMAGE FILES: IUM-514RC.tiff
IUM-620A.tiff
IUM-620B(W).tiff
DTMA Logo-black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:16:09 AM
FILE: K:\DekalBap\200248\02-00 Resurface Rwy2-20\Draw\Sheets\20024802 - Swppp Notes And Details - 2.dwg

Inlet Filter Specifications

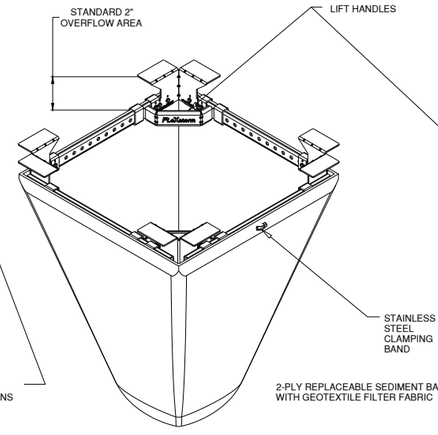
Material Property	*Test Method*	*Value (min ave)*	
> Inner Filter Bag Specs (2 ft³ min vol)		Non-Woven	Woven Mono
Grab Tensile	ASTM D 4632	100 lbs	200 lbs
Puncture Strength	ASTM D 4833	65 lbs	90 lbs
Trapezoidal Tear	ASTM D 4533	45 lbs	75 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs	90%
App Open Size (AOS)	ASTM D 4751	70 sieve (.212 mm)	40 sieve (.425 mm)
Permittivity	ASTM D 4491	2.0 /sec	2.1/sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft	145 gpm/sqft
> Polyester Outer Reinforcement Bag Specifications			
Weight	ASTM D 3776	4.55 oz/sqyd +/- 15%	
Thickness	ASTM D 1777	.040 +/- .005	
> Frame Construction			
A36 Structural Steel; 11 Guage; Zinc Plated	ASTM A 576	*Tensile Strength > 58,000 psi; Yield Strength > 36,000 psi*	



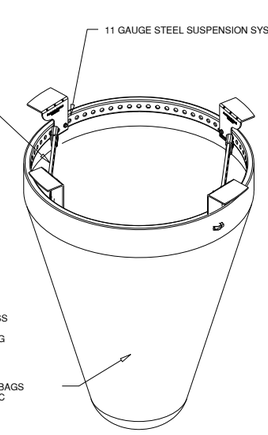
INSTALLATION:
1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE



TYPICAL CURB BOX INLET FILTER



TYPICAL FLAT/RECTANGULAR/ROLLED CURB INLET FILTER

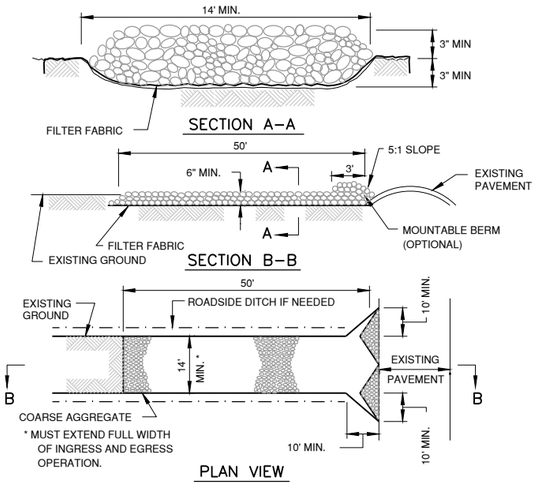


TYPICAL ROUND INLET FILTER

INLET PROTECTION / SEDIMENT TRAP

NOT TO SCALE

1. STORM SEWER INLET PROTECTION SHALL BE INLET FILTERS AS DETAILED HEREIN OR APPROVED EQUAL



PLAN VIEW

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED FOR AR152540 IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS SUPPLEMENTAL SPECIFICATIONS AND RECURING SPECIAL PROVISIONS.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OR CA-4.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS.
4. MINIMUM WIDTH IS 14' FOR ONE-WAY TRAFFIC AND 20' FOR TWO WAY TRAFFIC. TWO-WAY TRAFFIC WIDTHS SHALL BE INCREASED A MINIMUM OF 4' FOR TRAILER TRAFFIC. DEPENDING ON THE TYPE OF VEHICLE OR EQUIPMENT, SPEED, LOADS, CLIMATIC AND OTHER CONDITIONS UNDER WHICH VEHICLES AND EQUIPMENT OPERATE AN INCREASE IN THE MINIMUM WIDTHS MAY BE REQUIRED.
5. ROADWAY SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE.
6. STABILIZED CONSTRUCTION ENTRANCE(S) SHALL BE INCIDENTAL TO THE CONTRACT.

STABILIZED CONSTRUCTION ENTRANCE

FROM NRCS STANDARD DRAWING NO. IL-630 (MODIFIED)

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

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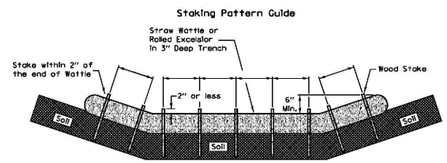
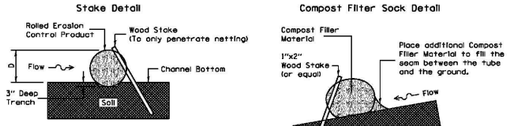
DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

STORMWATER POLLUTION PREVENTION PLAN NOTES AND DETAILS SHEET 2

ROLLED EROSION CONTROL PRODUCTS



Notes:
1. Overlap minimum is the diameter of the roll.
2. 4' spacing for wattles.
3. 2' spacing for rolled excelsior.
4. Or space according to manufacturer's specifications.

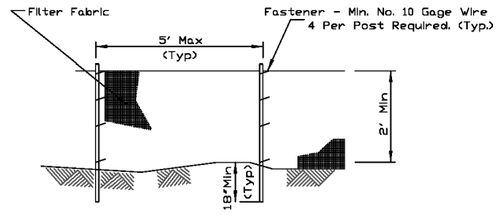


When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

Notes:
1. Drawings are not to scale.
2. Ends of wattles or rolled excelsior shall be turned at least 6" upslope.
3. Recommended stakes are 1 1/8" wide x 1 1/8" thick x 30" long
4. Stakes shall not extend above the straw wattle more than 2".
5. Spacing: The top of the upstream ditch check shall create a horizontal line with the top of the downstream ditch check.
6. When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

REFERENCE		STANDARD DWG. NO.
Project		IUM-514
Designed	Date	SHEET 1 OF 1
Checked	Date	DATE 8-19-11
Approved	Date	

SILT FENCE PLAN



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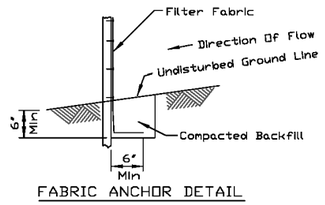
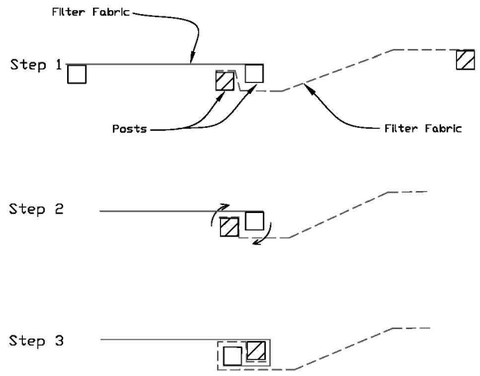


FABRIC ANCHOR DETAIL

NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven. and Item 156 specifications
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE		STANDARD DWG. NO.
Project		IUM-620A
Designed	Date	SHEET 1 OF 2
Checked	Date	DATE 3-16-12
Approved	Date	

SILT FENCE - SPLICING TWO FENCES



ATTACHING TWO SILT FENCES

1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
4. Drive both posts a minimum of 18 inches into the ground and bury the flap.
5. Compact backfill (particularly at splices) completely to prevent stormwater piping.

REFERENCE		STANDARD DWG. NO.
Project		IUM-620B(W)
Designed	Date	SHEET 1 OF 1
Checked	Date	DATE 3-16-2012
Approved	Date	

PROJECT SITE AREA AND STAGING AREA PROTECTION NOTES:

1. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE STORM WATER POLLUTION PREVENTION DEVICES WITHIN THE PROJECT LIMITS AND AT THE STAGING AREA. THESE DEVICES, INCLUDING INLET PROTECTIONS, SILT FENCE, BALES, DITCH CHECKS, STABILIZED CONSTRUCTION ENTRANCES, ETC., SHALL NOT BE PAID FOR, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
2. AT THE COMPLETION OF WORK, THE STAGING AREA SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS, AT NO ADDITIONAL COST TO THE CONTRACT. THIS WORK SHALL INCLUDE REMOVING ANY AND ALL STORM WATER POLLUTION PREVENTION DEVICES, RESTORING RUTTED AREAS, SEEDING AND MULCHING.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE PROJECT SITE AREA AND STAGING AREA(S) IN A MANNER TO PREVENT POLLUTION AND SILTATION OF THE EXISTING STORM SEWER SYSTEM.

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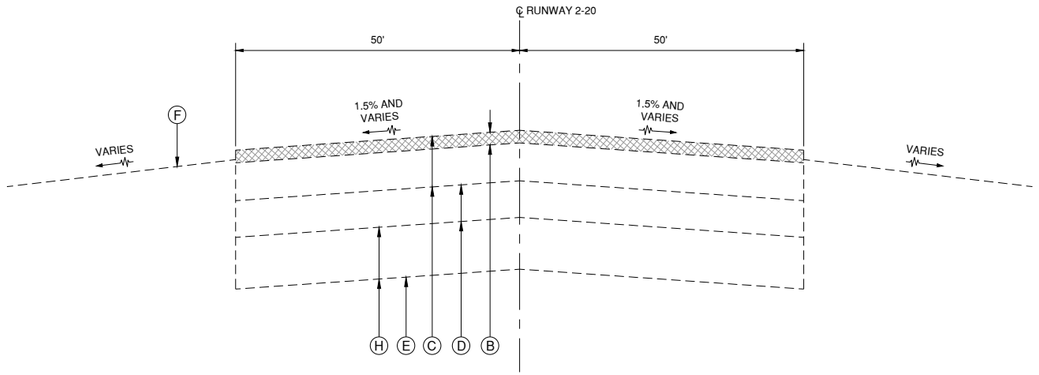
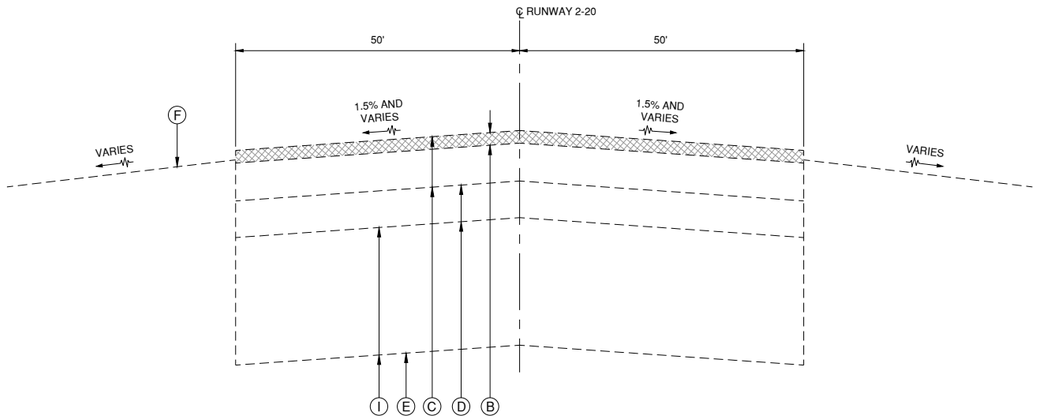
JOB No:	200248-02

SHEET 11 OF 31 SHEETS



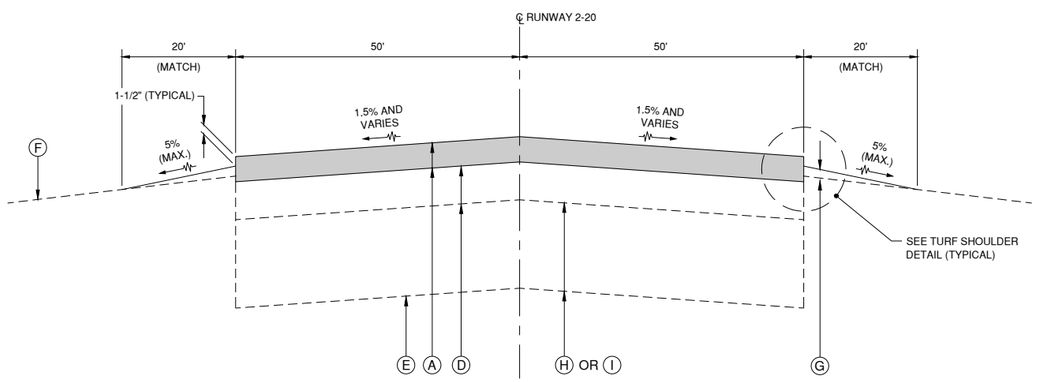
RUNWAY 2-20 EXISTING TYPICAL SECTION A-A
(STA. 100+00 TO 120+00 AND STA. 143+00 TO 170+25.80)

NOT TO SCALE



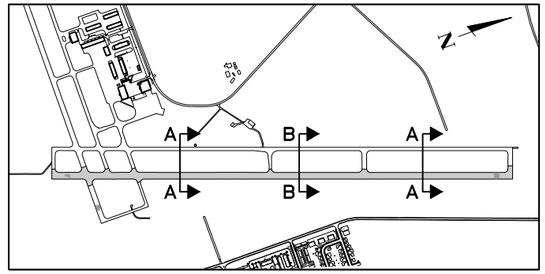
RUNWAY 2-20 EXISTING TYPICAL SECTION B-B
(STA. 120+00 TO 143+00)

NOT TO SCALE



RUNWAY 2-20 PROPOSED TYPICAL SECTION
(STA. 100+00 TO STA. 170+25.80)

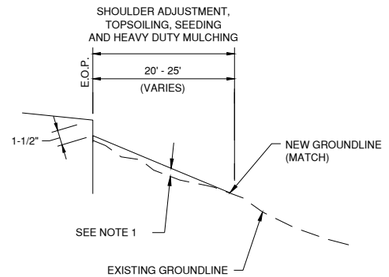
NOT TO SCALE



KEY MAP

LEGEND

- (A) NEW 2" BITUMINOUS SURFACE COURSE (401)
  NEW BITUMINOUS SURFACE COURSE - LEVELING (AS REQUIRED)(401)
  NEW BITUMINOUS TACK COAT BETWEEN EACH LIFT (603)
- (B) NEW 2" NOMINAL BITUMINOUS MILLING
- (C) EXISTING 8" BITUMINOUS PAVEMENT
- (D) EXISTING 6" CRUSHED AGGREGATE BASE COURSE
- (E) EXISTING SUBGRADE
- (F) EXISTING GROUNDLINE
- (G) SHOULDER ADJUSTMENT, SEEDING AND HEAVY DUTY MULCHING
- (H) EXISTING 8" CRUSHED AGGREGATE BASE COURSE (OVERSIZED)
- (I) EXISTING 24" CRUSHED AGGREGATE BASE COURSE (OVERSIZED)



TURF SHOULDER DETAIL

NOT TO SCALE

NOTES:

1. TOPSOIL REQUIRED FOR FILL SHALL BE INCLUDED IN THE COSTS FOR SHOULDER ADJUSTMENT (AR152480)
2. LIMITS OF TURF SHOULDER SHALL BE ADJUSTED IN THE FIELD AS REQUIRED.
3. EXISTING SHOULDER TO BE DISCED OR SCARIFIED PRIOR TO PLACEMENT OF TOPSOIL IN ORDER TO ESTABLISH NEW TURFING (COST INCIDENTAL).

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IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

TYPICAL SECTIONS - SHEET 1

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APPROVED BY:	MND
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JOB No:	200248-02

SHEET 12 OF 31 SHEETS

XREF DWG: CMT NCS TB.dwg
BASE-DKB.DWG

IMAGE FILES: DTMA Logo-black.jpg

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LAYOUT: Layout1

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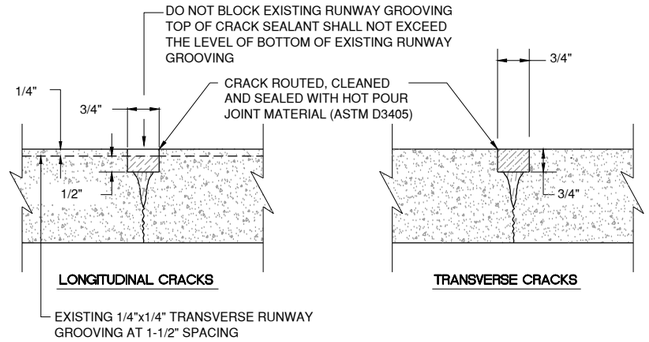
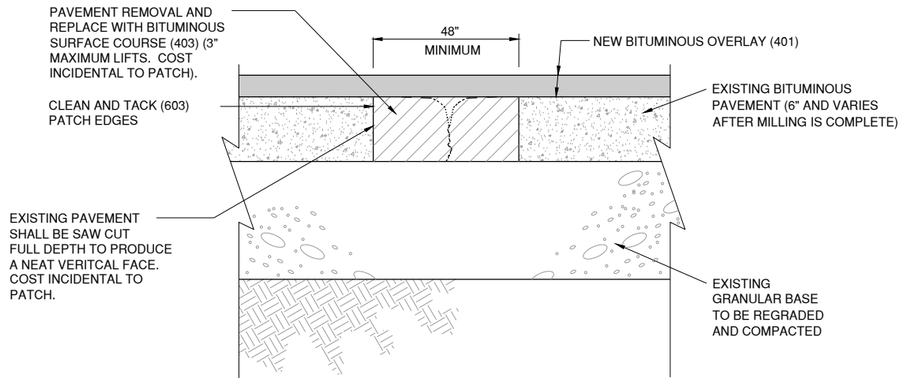


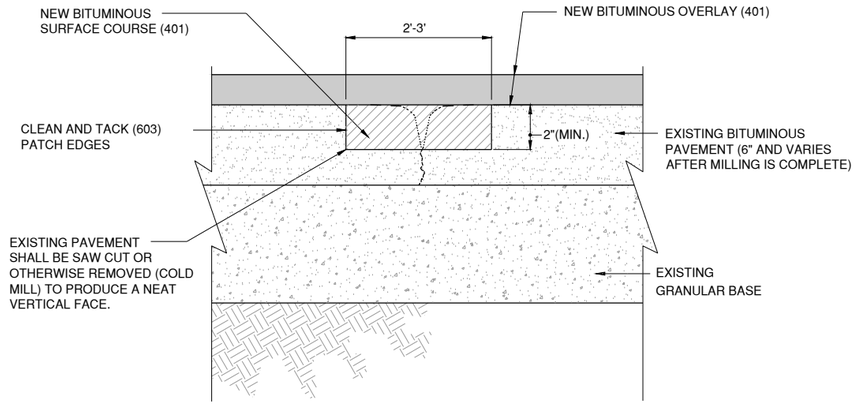
REPAIR METHOD
CRACK ROUTING AND SEALING

NOT TO SCALE



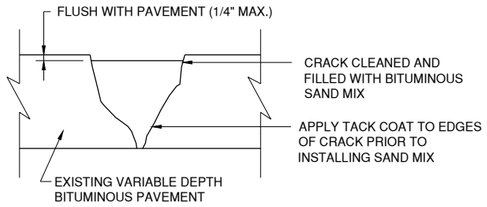
REMOVE AND REPLACE
BITUMINOUS PAVEMENT - TYPE B

NOT TO SCALE



REMOVE AND REPLACE
BITUMINOUS PAVEMENT TYPE A

NOT TO SCALE



HMA SAND MIX CRACK REPAIR DETAIL

NOT TO SCALE

PAVEMENT REMOVAL AND REPLACEMENT NOTES

1. DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORD DRAWINGS. THE CONTRACTOR SHALL VERIFY THE TYPE AND THICKNESS OF MATERIAL TO REMOVE. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY VARIATION IN THE PAVEMENT SECTIONS ACTUALLY ENCOUNTERED.
2. PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.
3. THIS WORK SHALL BE DETERMINED IN THE FIELD WITH THE AIRPORT AND RESIDENT ENGINEER AFTER INSPECTION OF THE MILLED SURFACE.

CRACK REPAIR NOTES:

1. CRACKS TO BE FILLED WITH SAND MIX SHALL BE DESIGNATED BY THE RESIDENT ENGINEER.
2. SAND MIX CRACK REPAIR SHALL BE USED ON ALL CRACKS GREATER THAN 1" WIDE AS DESIGNATED BY THE RESIDENT ENGINEER.
3. CONTRACTOR SHALL ROUTE, CRACK PLOW AND REMOVE LOOSE FILLER, LOOSE AGGREGATE AND LAITANCE WITH COMPRESSED AIR AS SPECIFIED PRIOR TO SEALING.

GENERAL NOTES

1. AFTER MILLING IS COMPLETE, THE AREA SHALL BE THOROUGHLY CLEANED. ALL CRACK REPAIRS SHALL BE COMPLETED AFTER THE MILLING OPERATIONS ARE COMPLETED.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF THE EXISTING UTILITIES. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

TYPICAL SECTIONS - SHEET 2

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JOB No:	200248-02

SHEET 13 OF 31 SHEETS

XREF DWG: CMT NCS TB.dwg
IMAGE FILES: DTMA Logo-black.jpg
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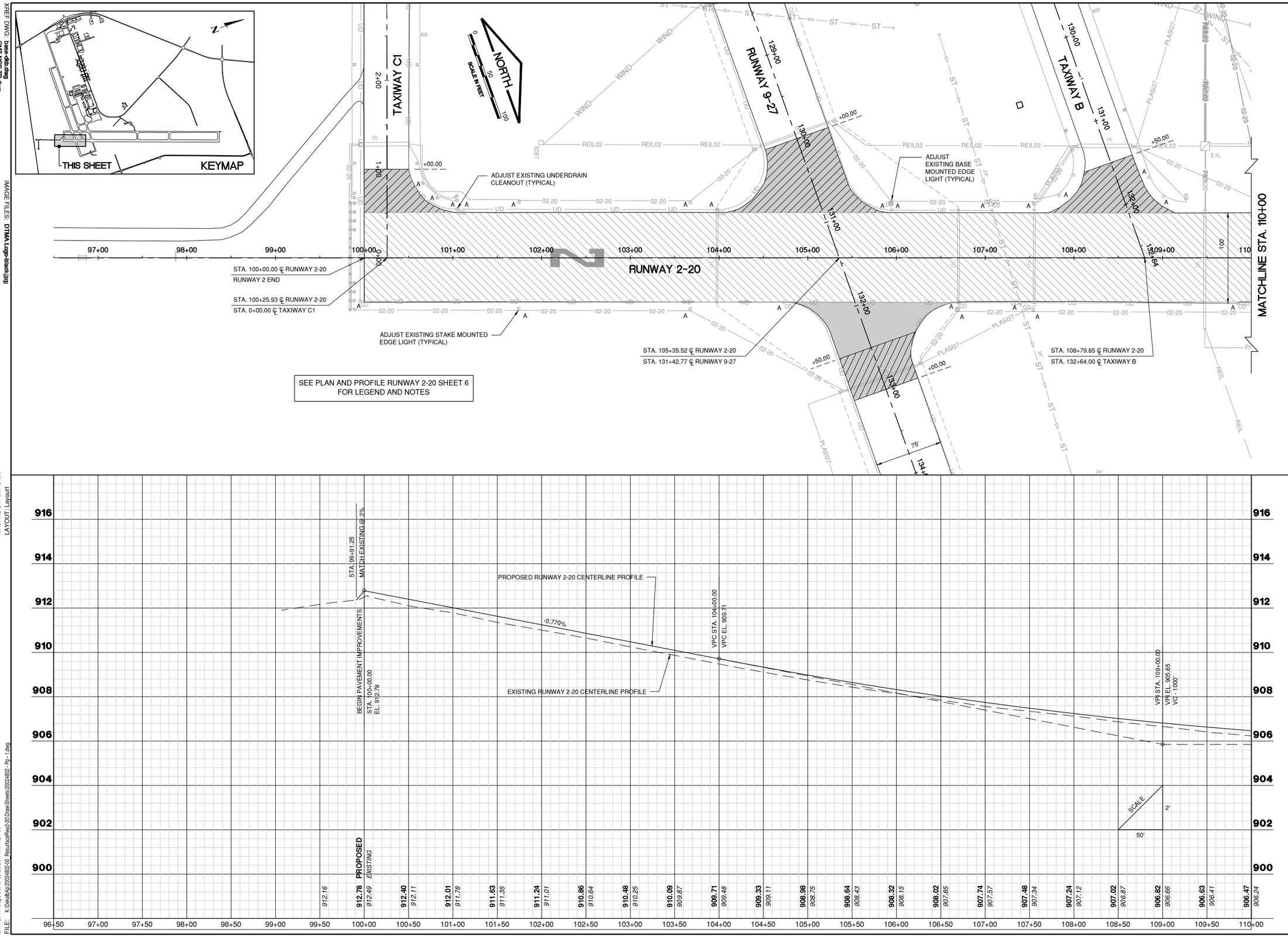

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0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 2-20
SHEET 1

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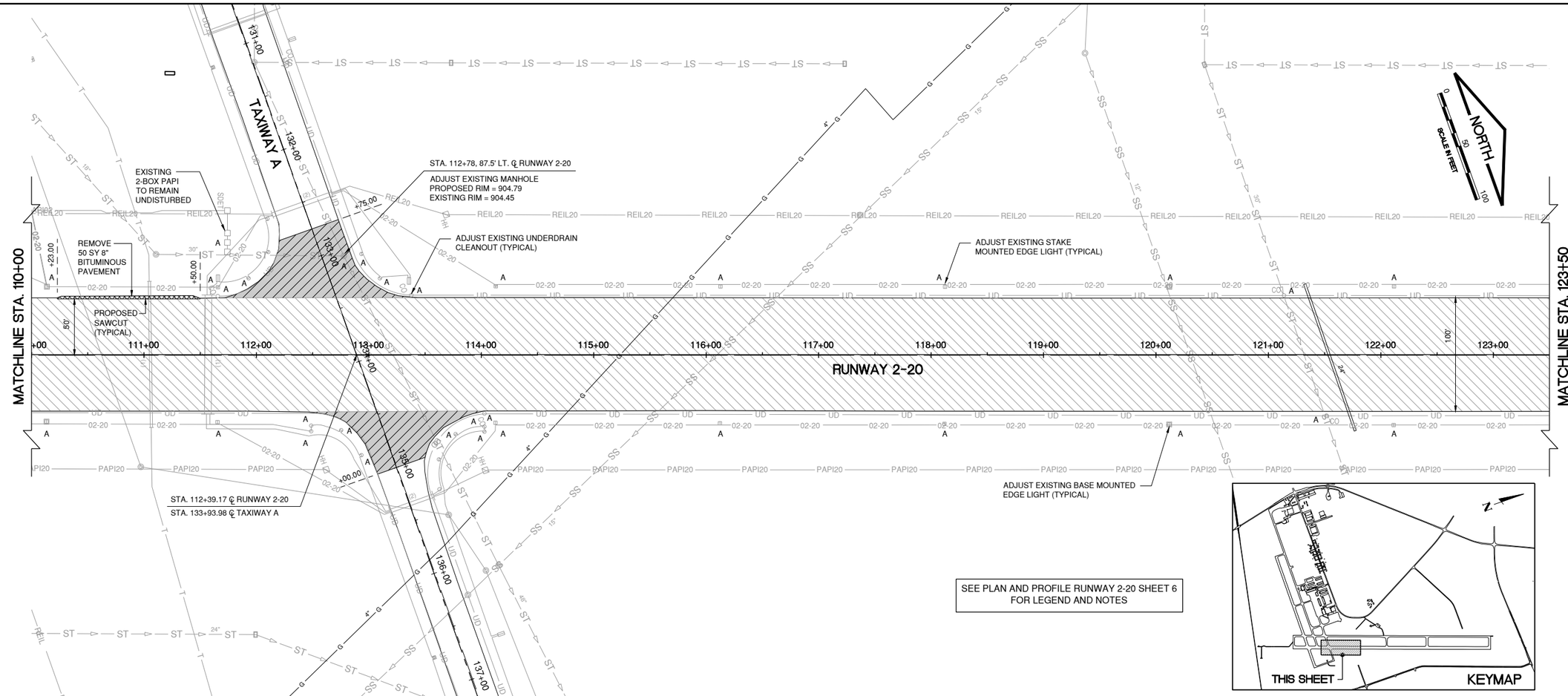

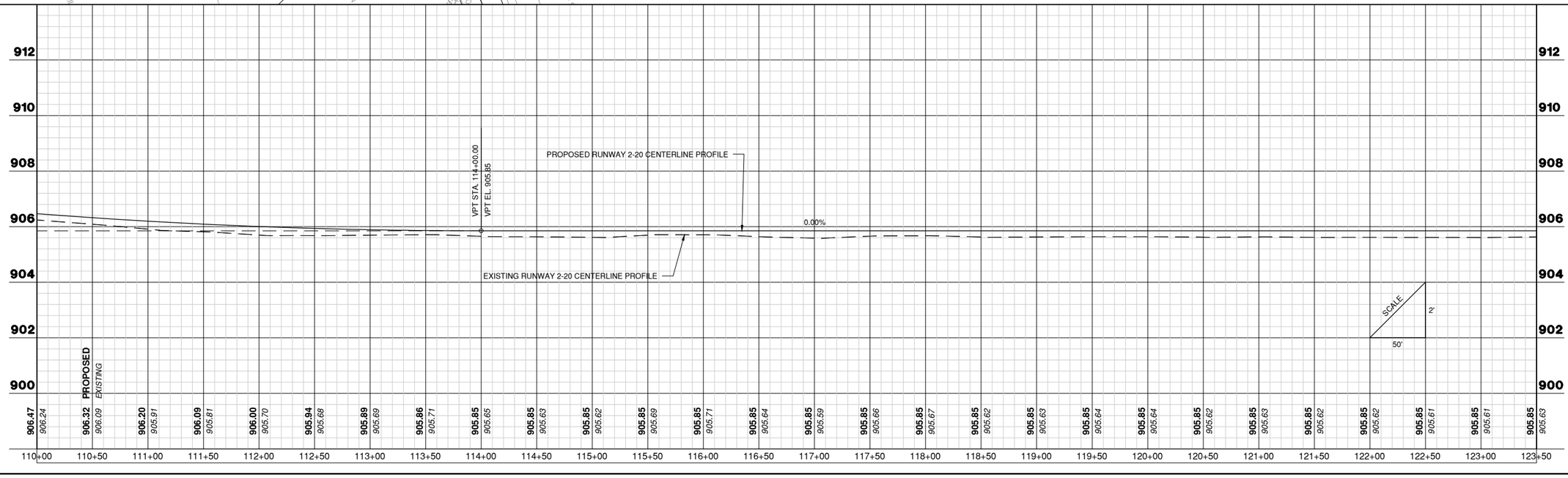

IL. CONTRACT: **DK061**
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 2-20 SHEET 2

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SHEET 15 OF 31 SHEETS

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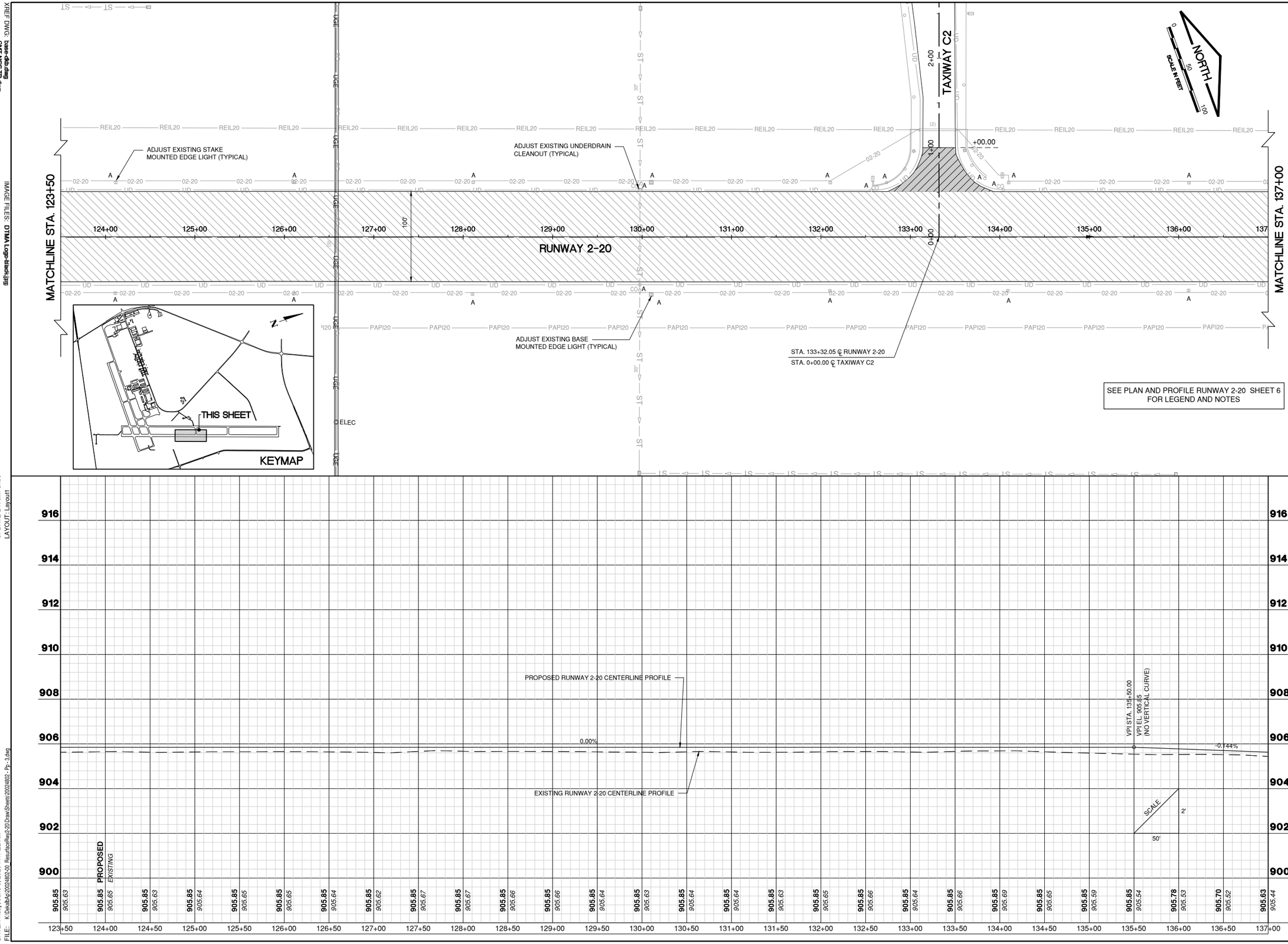

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

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0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 2-20
SHEET 3

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JOB No:	200248-02

SHEET 16 OF 31 SHEETS

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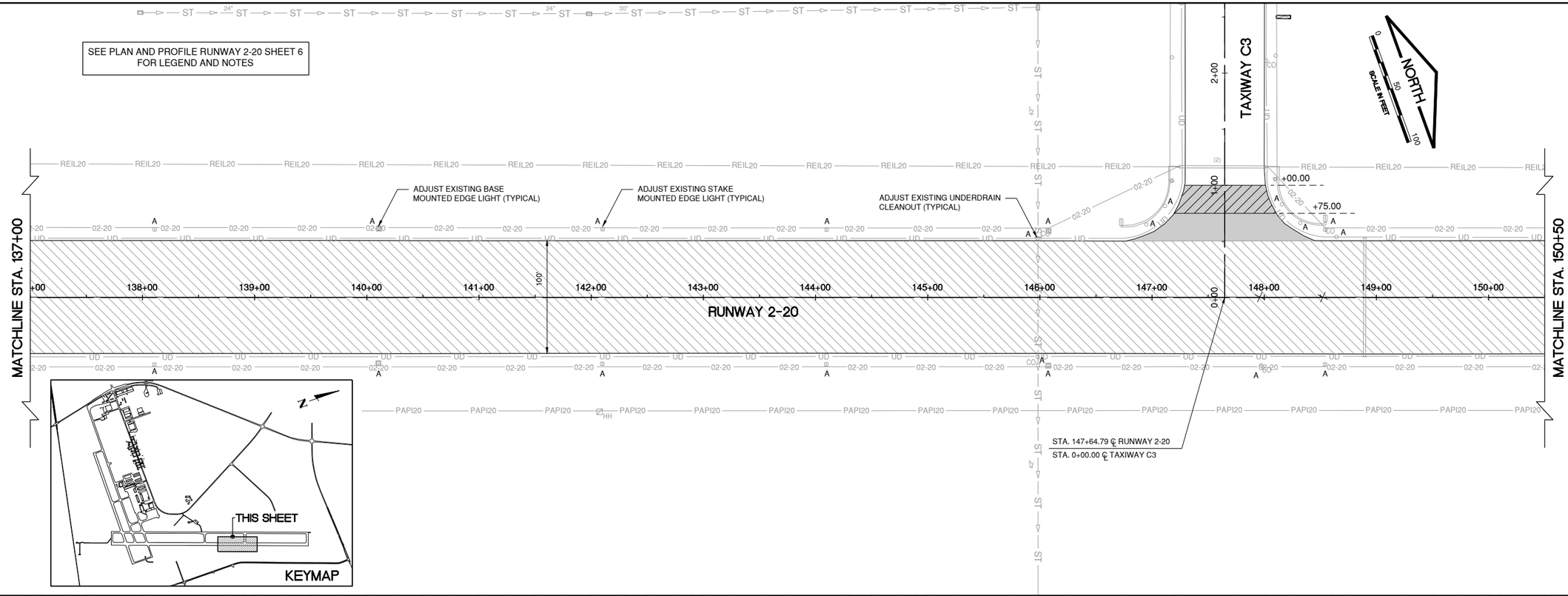
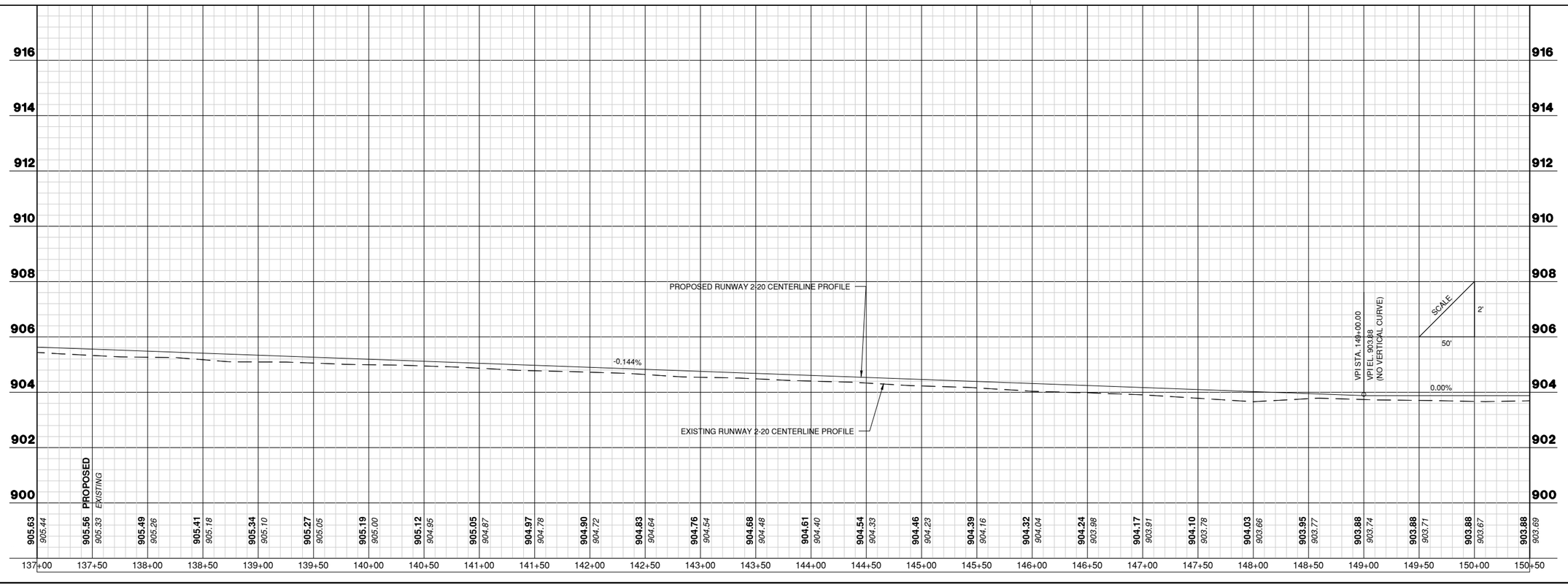
SEE PLAN AND PROFILE RUNWAY 2-20 SHEET 6 FOR LEGEND AND NOTES





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IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
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DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 2-20
SHEET 4

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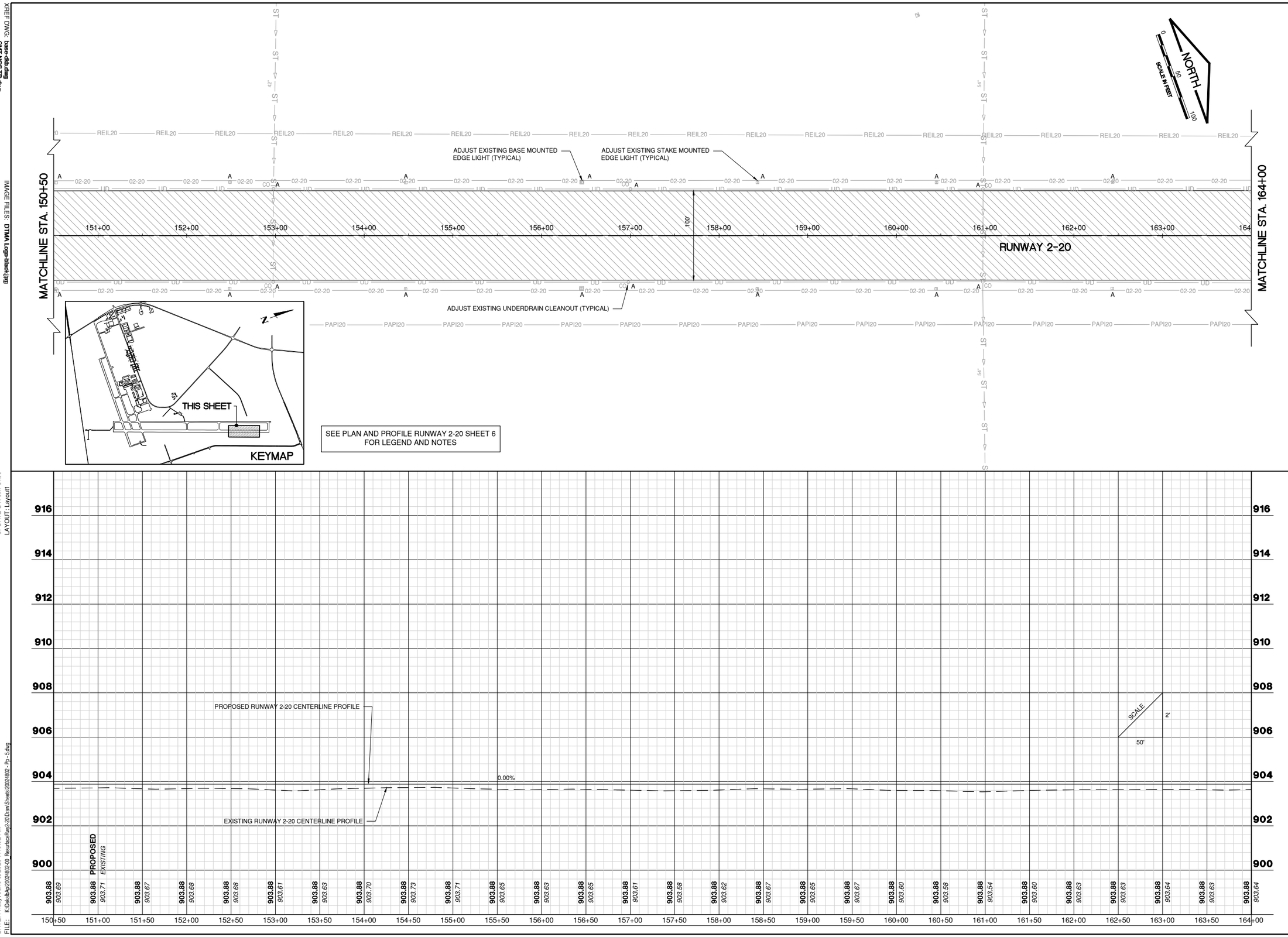
SHEET 17 OF 31 SHEETS



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SURVEY BOOK # ----

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0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 2-20
SHEET 5

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JOB No:	200248-02

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LAYOUT: Layout1

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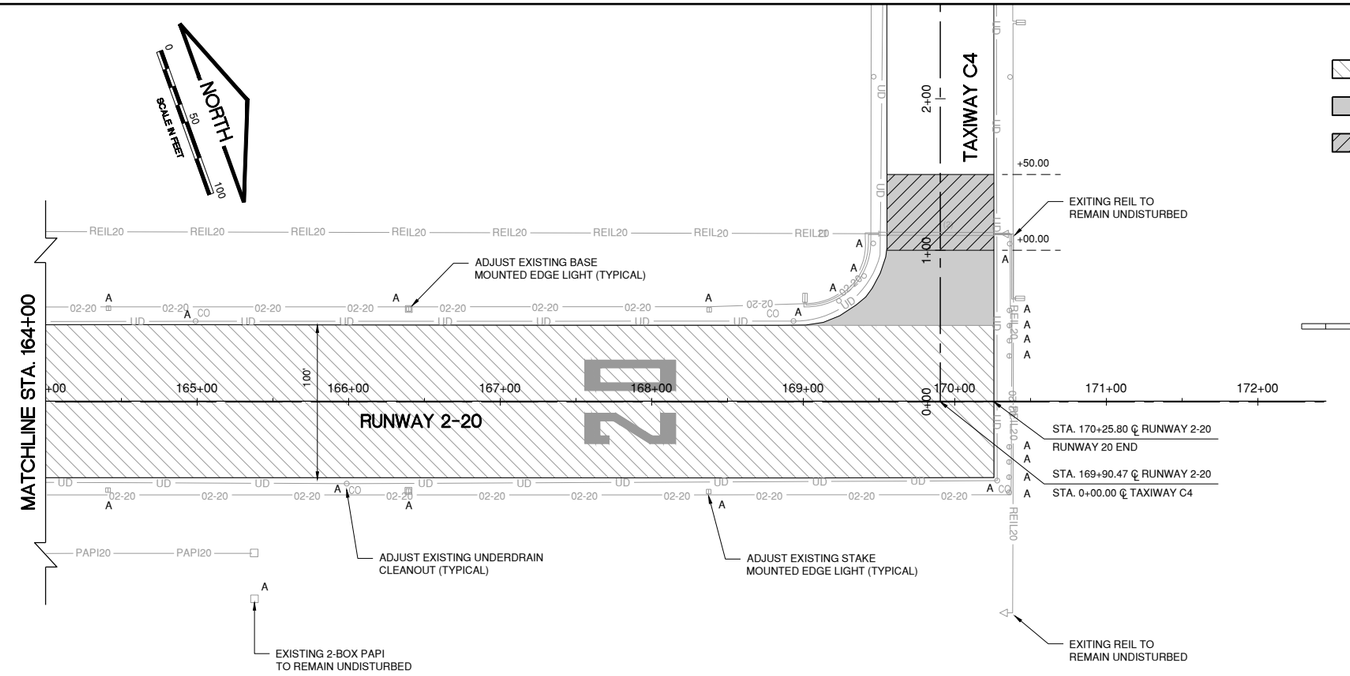
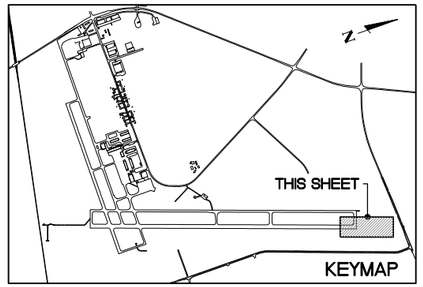
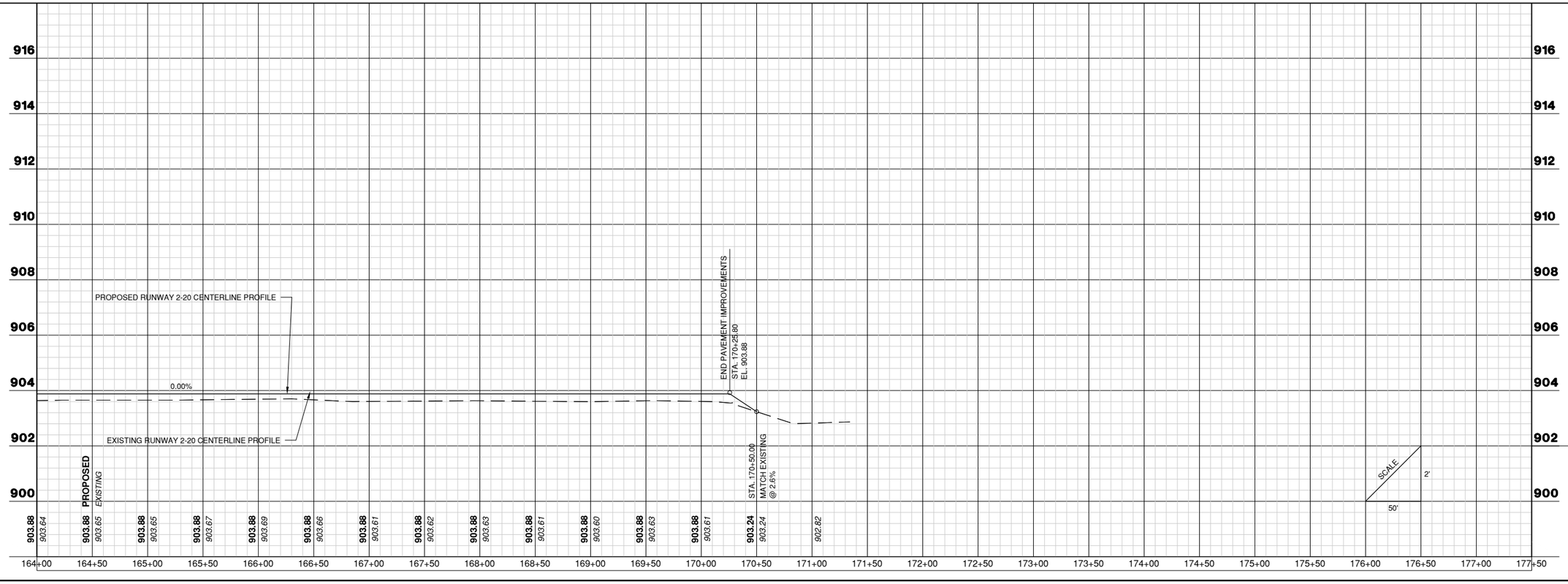


LEGEND

- PROPOSED LIMITS OF 2" BITUMINOUS MILLING AND OVERLAY (VARIABLE DEPTH)
- PROPOSED LIMITS OF BITUMINOUS OVERLAY TRANSITION (VARIABLE DEPTH)
- PROPOSED BUTT JOINT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- EXISTING STAKE MOUNTED THRESHOLD LIGHT
- EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)
- EXISTING ELECTRICAL HANDHOLE
- EXISTING ELECTRICAL SPLICE CAN
- EXISTING WIND CONE
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING SPLICE CAN
- EXISTING ELECTRICAL MANHOLE
- EXISTING PRECISION APPROACH PATH INDICATORS (PAPI) L-881 SYSTEM
- EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
- EXISTING ITEM TO BE ADJUSTED

- TXY — EXISTING TAXIWAY CIRCUIT
- 09–27 — EXISTING RUNWAY 9-27 CIRCUIT
- 02–20 — EXISTING TAXIWAY 2-20 CIRCUIT
- PAPI02 — EXISTING RUNWAY 2 PAPI CIRCUIT
- PAPI20 — EXISTING RUNWAY 20 PAPI CIRCUIT
- REIL20 — EXISTING RUNWAY 20 REIL CIRCUIT
- REIL27 — EXISTING RUNWAY 27 REIL CIRCUIT
- PLASI27 — EXISTING RUNWAY 27 PLASI CIRCUIT
- WIND — EXISTING WINDCONE CIRCUIT
- SAN — EXISTING SANITARY MANHOLE
- SS — SS — EXISTING SANITARY SEWER
- EXISTING DRAINAGE STRUCTURE
- ST — ST — EXISTING STORM SEWER
- G — EXISTING GAS





IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 2-20
SHEET 6

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CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 19 OF 31 SHEETS

XREF DWG: base-dkb.dwg
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ALIGNMENT-DKB.dwg

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LAYOUT: Layout1

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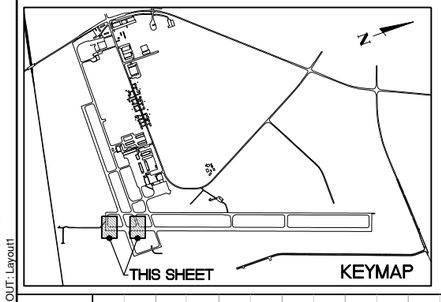
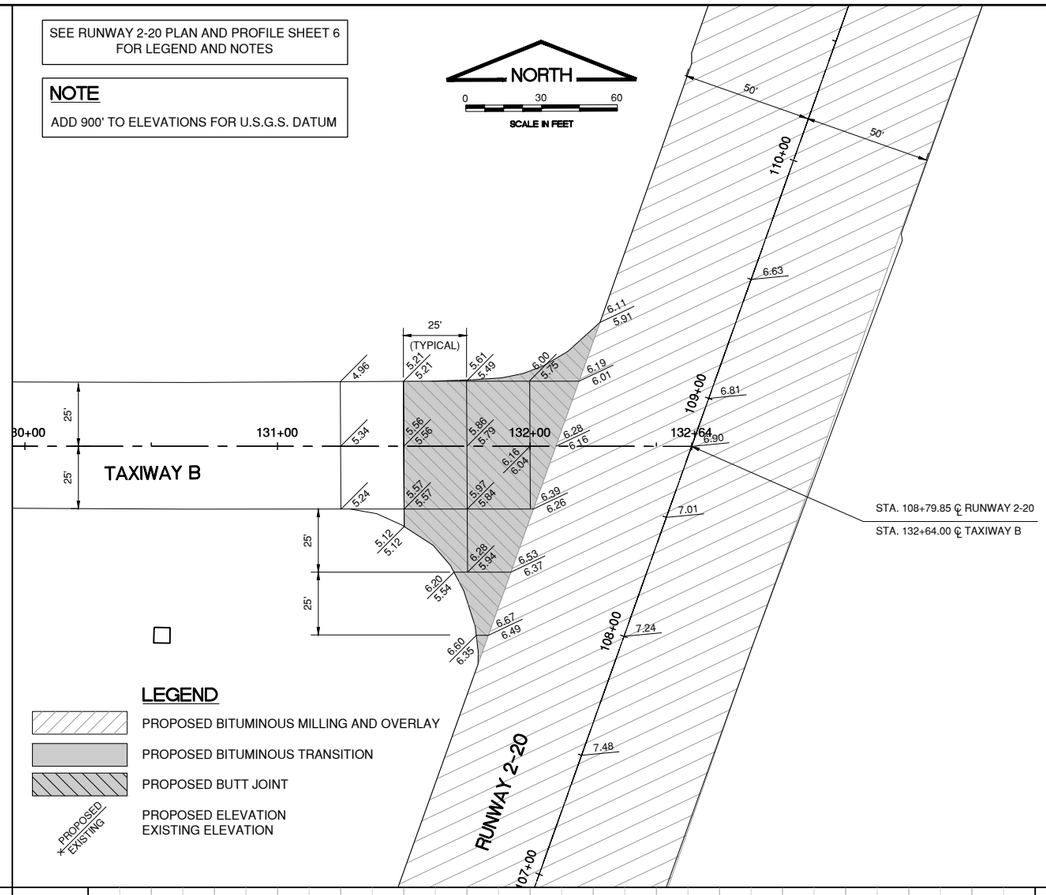
SEE RUNWAY 2-20 PLAN AND PROFILE SHEET 6 FOR LEGEND AND NOTES

NOTE

ADD 900' TO ELEVATIONS FOR U.S.G.S. DATUM

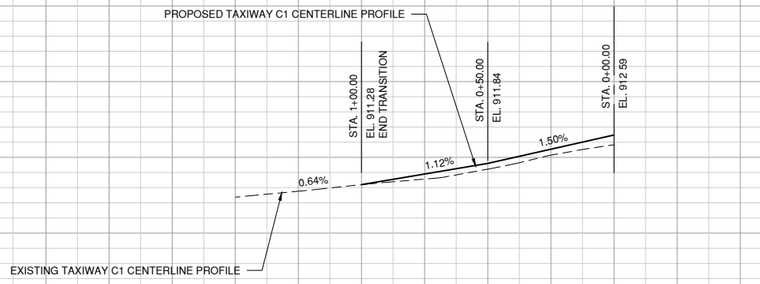
NORTH
0 30 60
SCALE IN FEET

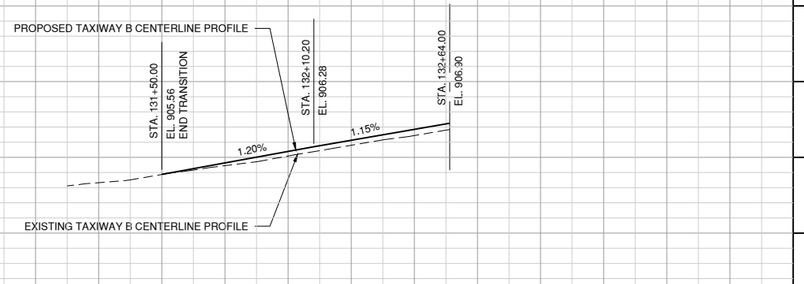




LEGEND

- PROPOSED BITUMINOUS MILLING AND OVERLAY
- PROPOSED BITUMINOUS TRANSITION
- PROPOSED BUTT JOINT
- PROPOSED / EXISTING — PROPOSED ELEVATION, EXISTING ELEVATION





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IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

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REVISIONS

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE TAXIWAY C1 AND B INTERSECTION GRADE DETAILS

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SHEET 20 OF 31 SHEETS

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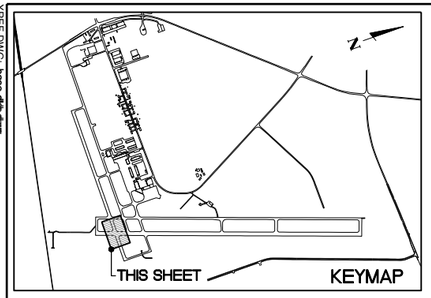


NORTH
0 30 60
SCALE IN FEET

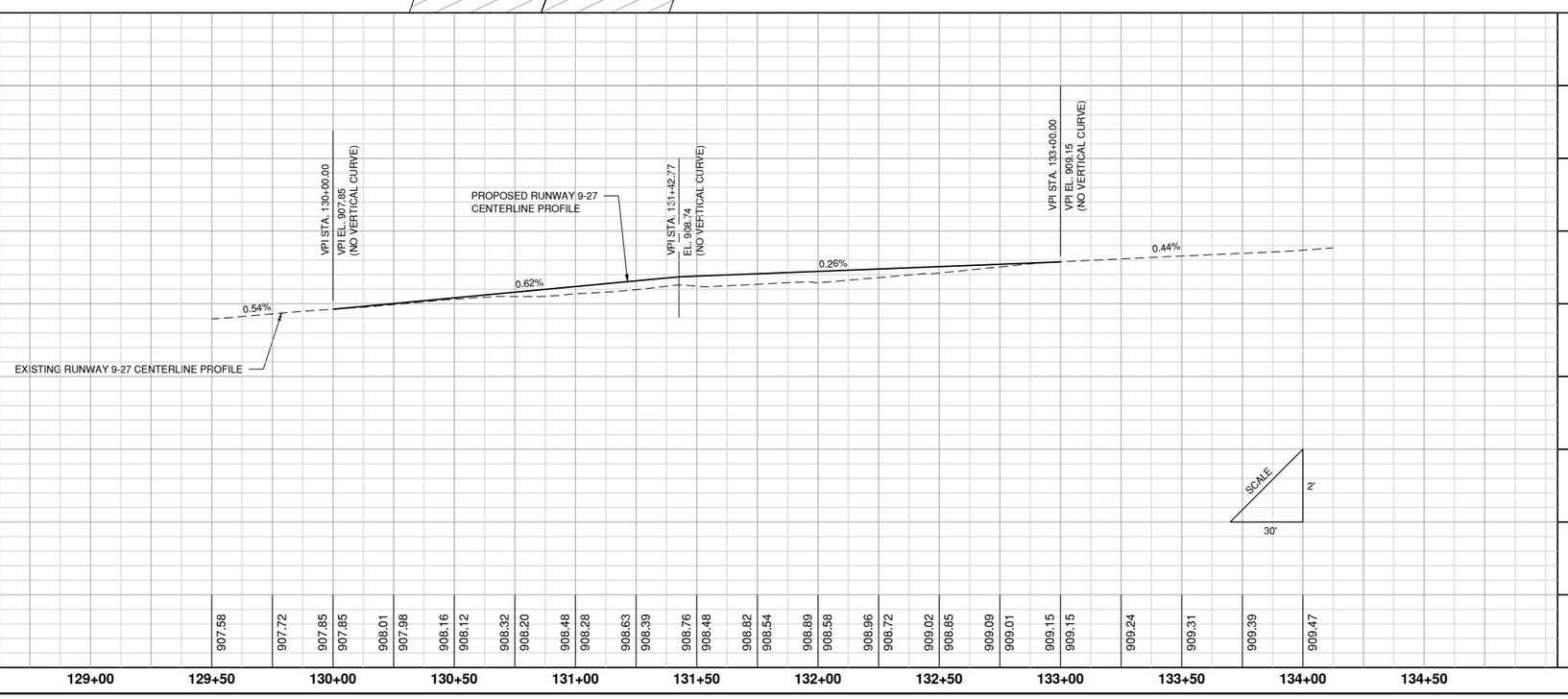
SEE RUNWAY 2-20 PLAN AND PROFILE SHEET 6 FOR LEGEND AND NOTES

NOTE

ADD 900' TO ELEVATIONS FOR U.S.G.S. DATUM

LEGEND

- PROPOSED BITUMINOUS MILLING AND OVERLAY
- PROPOSED BITUMINOUS TRANSITION
- PROPOSED BUTT JOINT
- PROPOSED / EXISTING — PROPOSED ELEVATION / EXISTING ELEVATION



IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

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REVISIONS

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 9-27 INTERSECTION GRADE DETAILS

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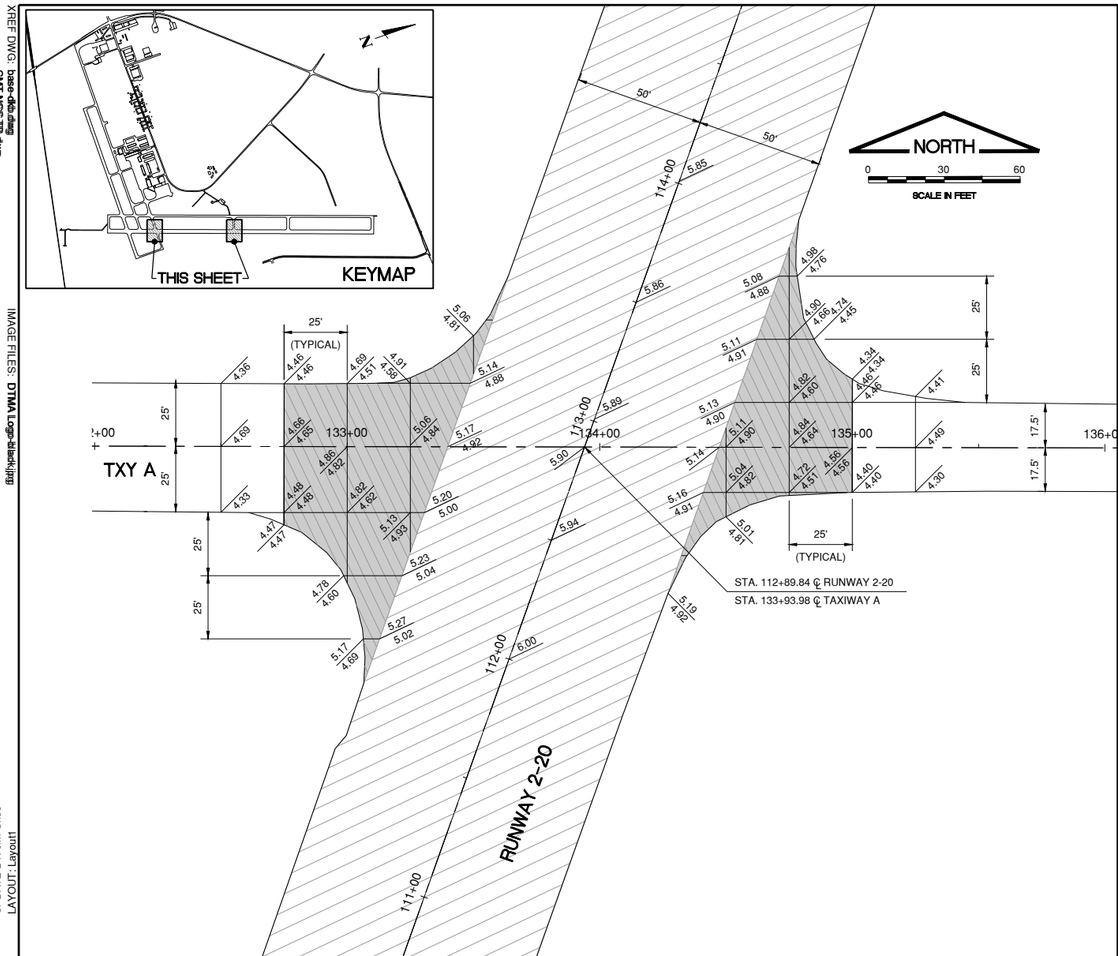
JOB No:	200248-02



SEE RUNWAY 2-20 PLAN AND PROFILE SHEET 6 FOR LEGEND AND NOTES

NOTE

ADD 900' TO ELEVATIONS FOR U.S.G.S. DATUM

LEGEND

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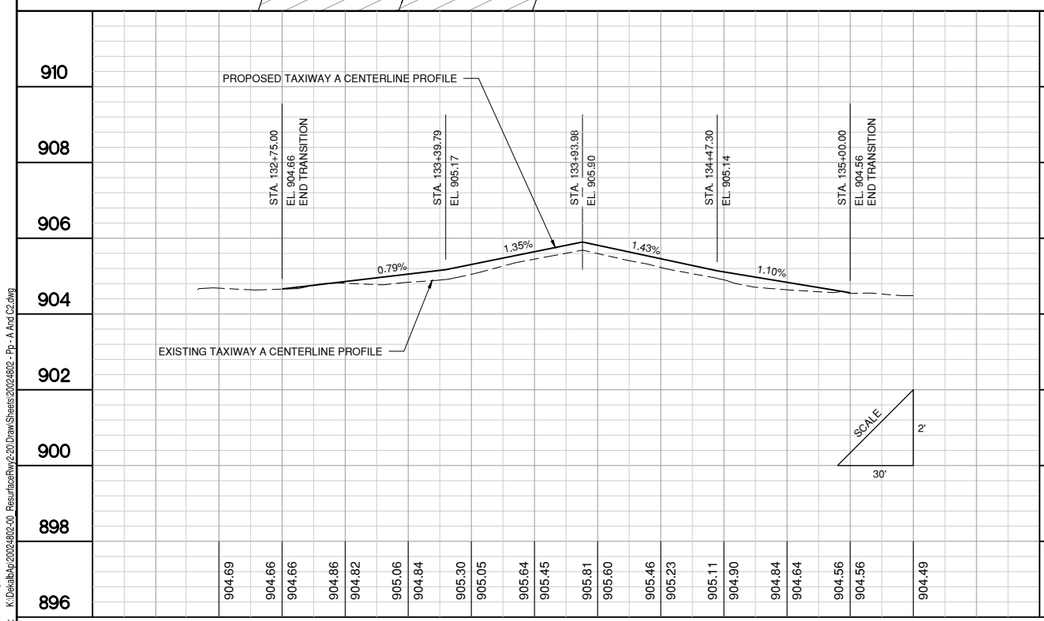
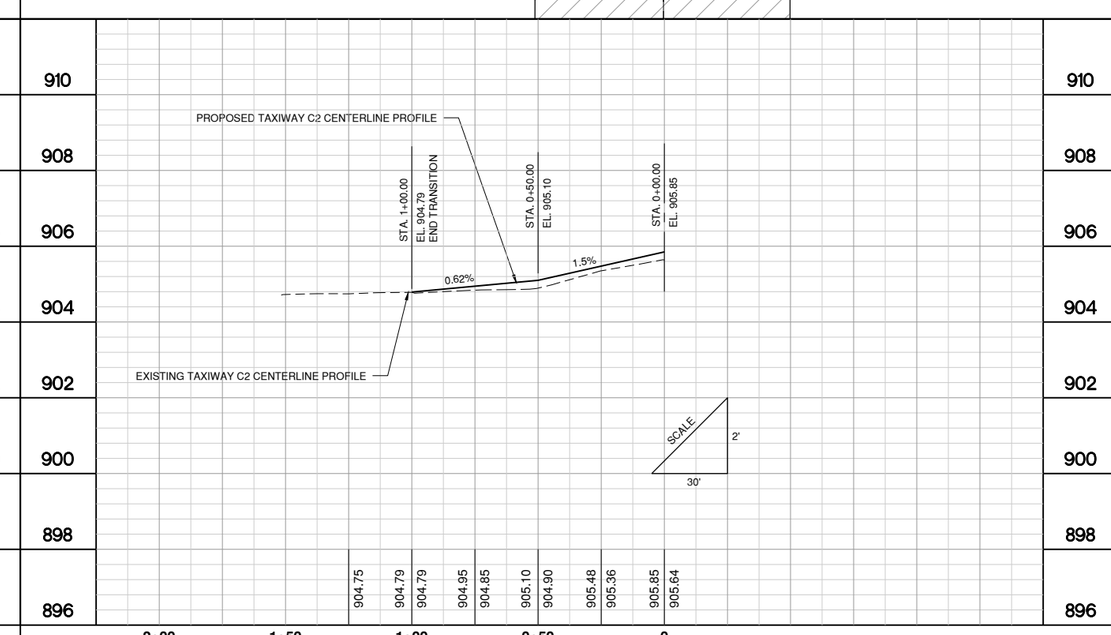
- PROPOSED BITUMINOUS TRANSITION
- PROPOSED BUTT JOINT
- PROPOSED ELEVATION / EXISTING ELEVATION





IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS		
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE TAXIWAY A AND C2 INTERSEVTION GRADE DETAILS

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JOB No:	200248-02

XREF DWG: base-dkb.dwg
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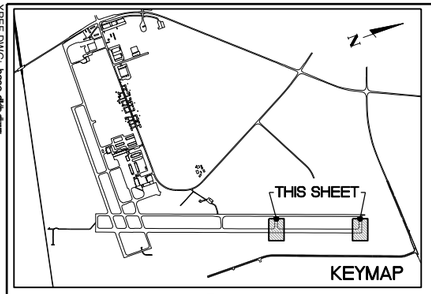
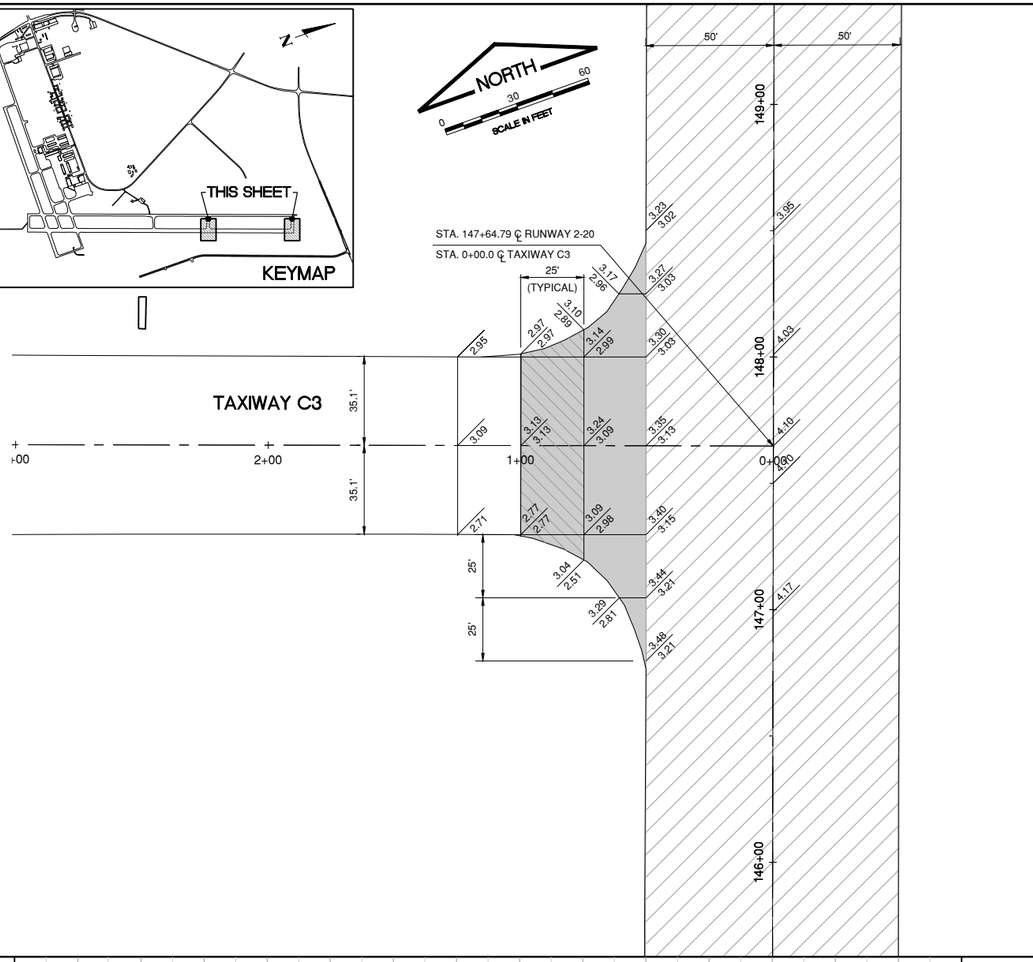
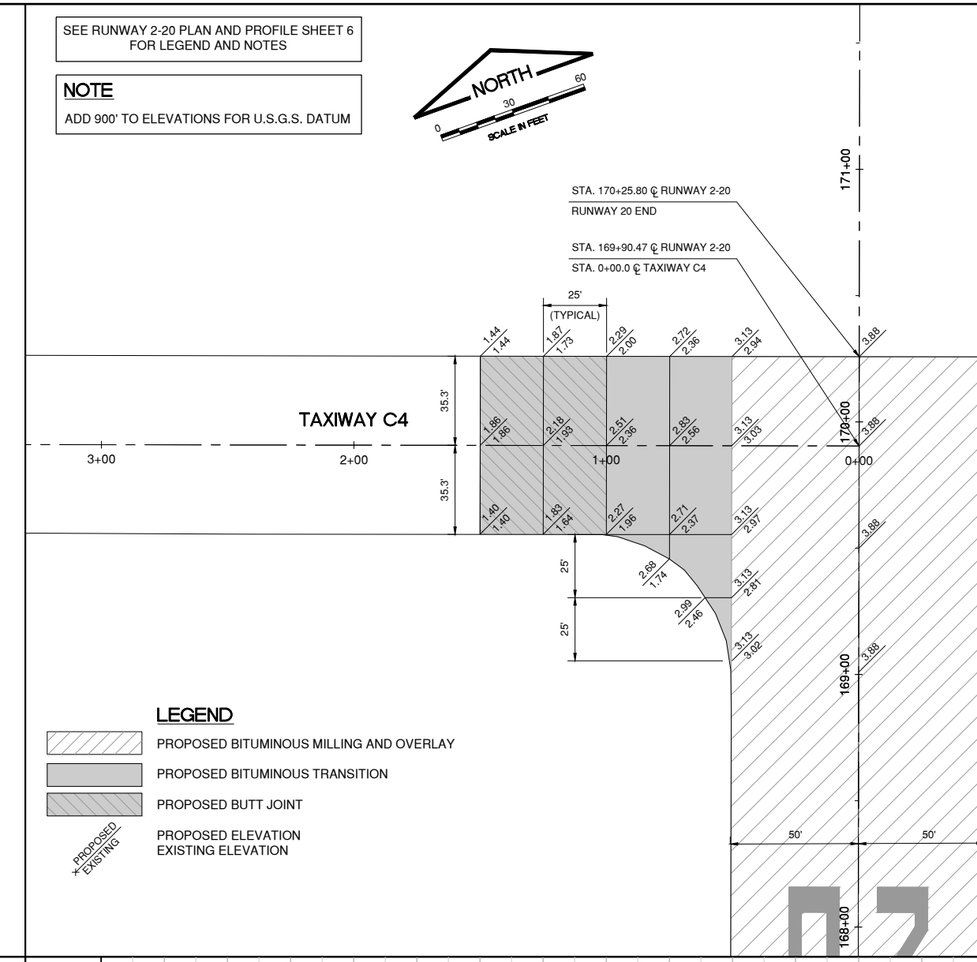




SEE RUNWAY 2-20 PLAN AND PROFILE SHEET 6 FOR LEGEND AND NOTES

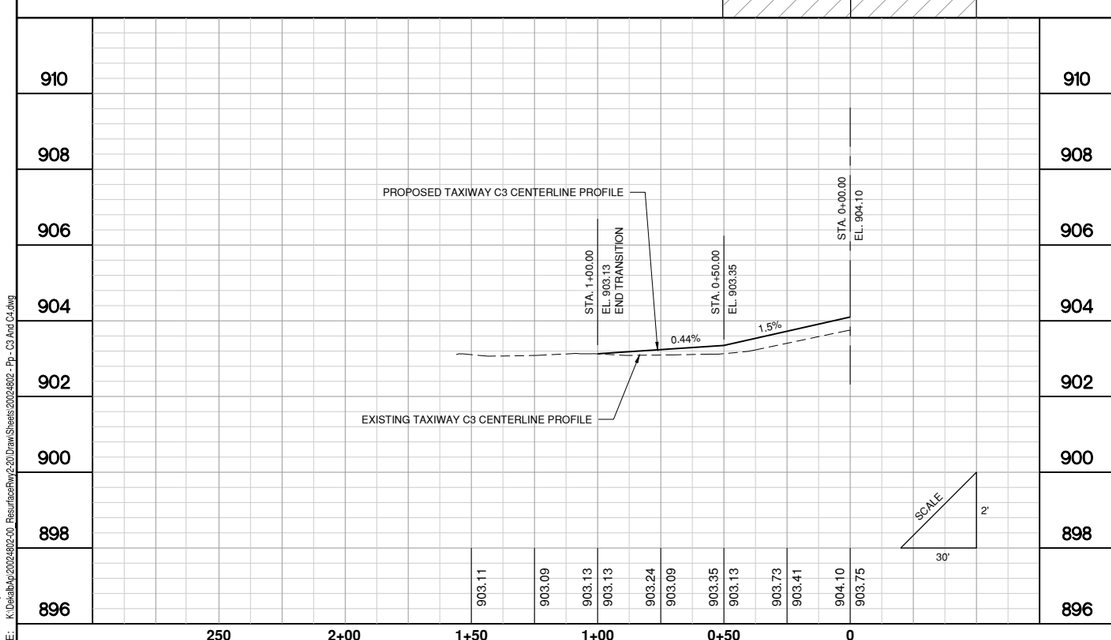
NOTE

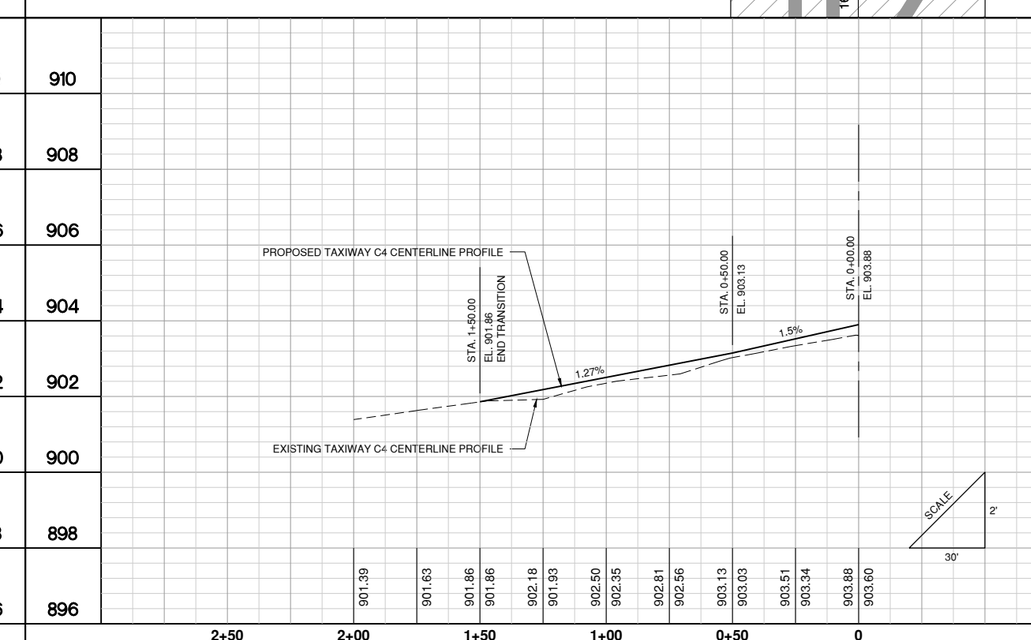
ADD 900' TO ELEVATIONS FOR U.S.G.S. DATUM



LEGEND

- PROPOSED BITUMINOUS MILLING AND OVERLAY
- PROPOSED BITUMINOUS TRANSITION
- PROPOSED BUTT JOINT
- PROPOSED ELEVATION / EXISTING ELEVATION





IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS		
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0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE TAXIWAY C3 AND C4 INTERSECTION GRADE DETAILS

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DATE:	6/5/2020
JOB No:	200248-02

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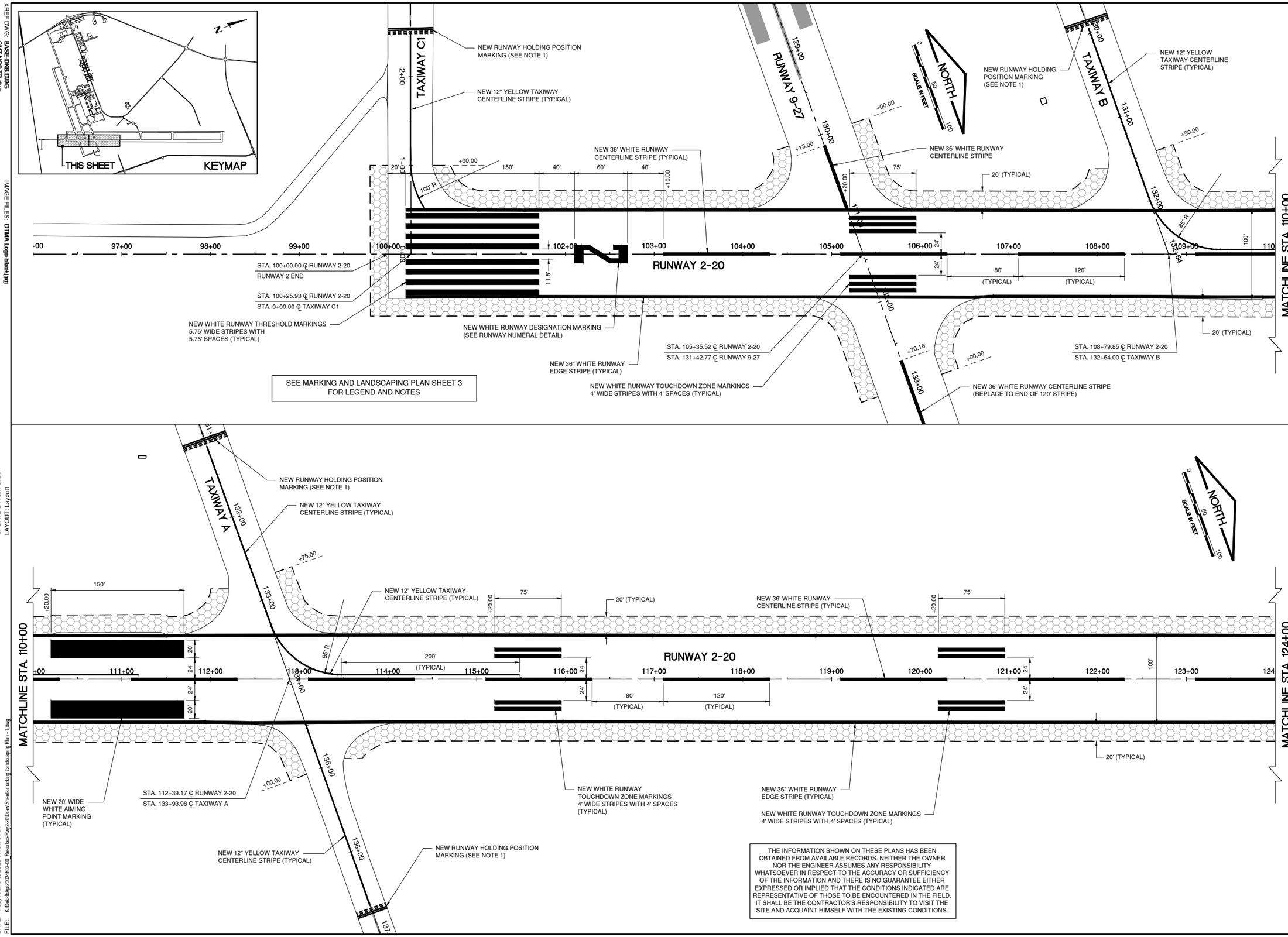

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NUMBER	BY	DATE

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

MARKING AND LANDSCAPING PLAN
SHEET 1

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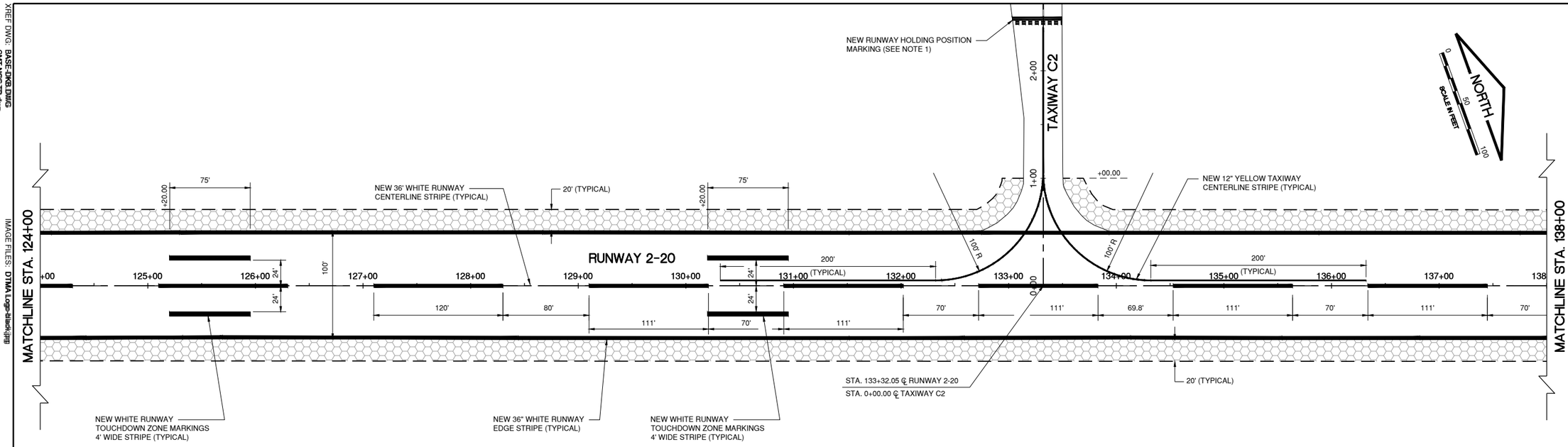

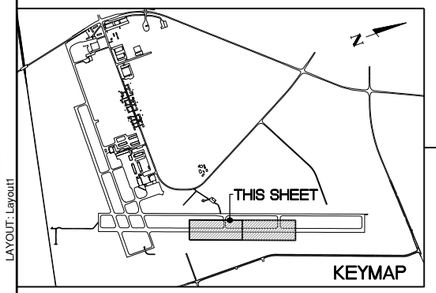

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SEE MARKING AND LANDSCAPING PLAN SHEET 3 FOR LEGEND AND NOTES

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

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0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

MARKING AND LANDSCAPING PLAN SHEET 2

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DATE:	6/5/2020
JOB No:	200248-02

SHEET 25 OF 31 SHEETS

UPDATE BY: Jim Ohse
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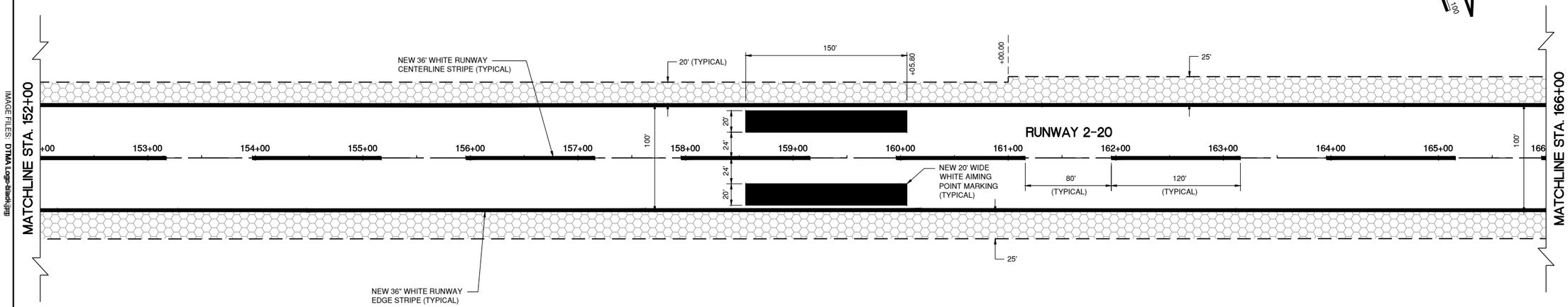

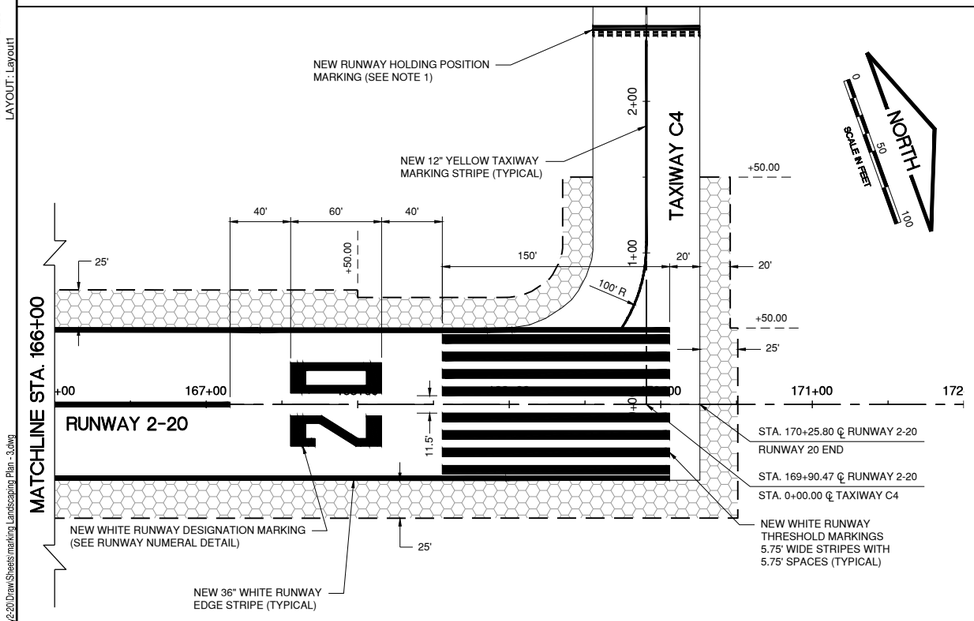

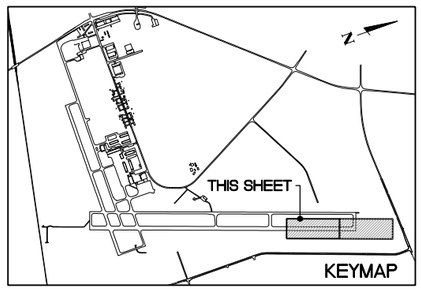

LEGEND

PROPOSED LIMITS OF SHOULDER ADJUSTMENT, SEEDING AND MULCHING.

NOTES

1. CONTRACTOR SHALL PROPERLY CLEAN PAVEMENT SURFACE OF EXISTING HOLDING POSITION MARKING LOCATIONS AND TAXIWAY CENTERLINES AND REMOVE LOOSE PARTICLES TO THE SATISFACTION OF THE AIRPORT AND RE-MARK IN ITS EXISTING LOCATION.

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

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0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

MARKING AND LANDSCAPING PLAN
SHEET 3

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CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 26 OF 31 SHEETS

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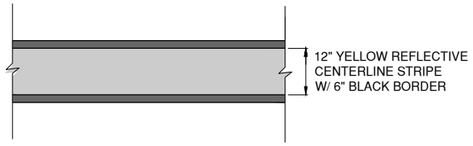
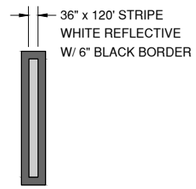
PAVEMENT MARKING NOTES

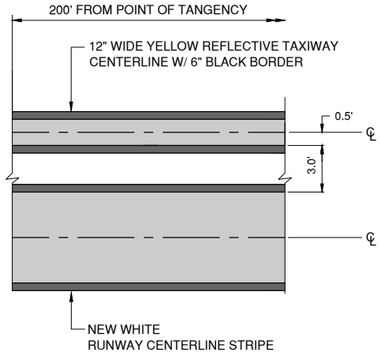
1. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
2. WHEN YELLOW TAXIWAY STRIPING CROSSES ANY WHITE RUNWAY STRIPING, THE TAXIWAY STRIPE SHALL BE TERMINATED 6" EACH SIDE OF RUNWAY STRIPE EXCEPT RUNWAY/RUNWAY HOLDLINE.
3. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS AND 6" BLACK BORDER. REFLECTIVE BEADS AND BLACK BORDER SHALL BE INCIDENTAL TO PAVEMENT MARKING.
4. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.
5. ALL LETTERS, NUMBERS AND SYMBOLS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1 (LATEST EDITION).
6. WHERE EXISTING MARKINGS ARE TO BE REPAINTED OVER, THE CONTRACTOR SHALL SCRAPE THE EXISTING MARKINGS TO REMOVE LOOSE PAINT PRIOR TO MARKING APPLICATION.
7. FOR RUNWAY EDGE MARKINGS, THE BLACK BORDER SHALL BE PLACED ON EACH SIDE OF THE STRIPE WHERE THERE IS ADJACENT PAVEMENT TO THE RUNWAY. IN AREAS WHERE THERE IS A TURF SHOULDER ADJACENT TO THE RUNWAY, BLACK BORDER SHALL ONLY BE PLACED ON ONE SIDE (CLOSEST TO RUNWAY CENTERLINE).



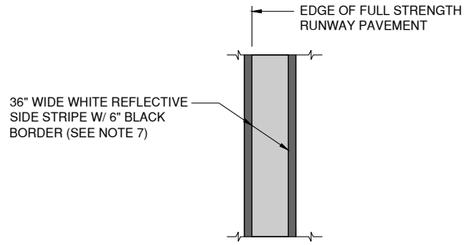
TAXIWAY CENTERLINE DETAIL
NOT TO SCALE



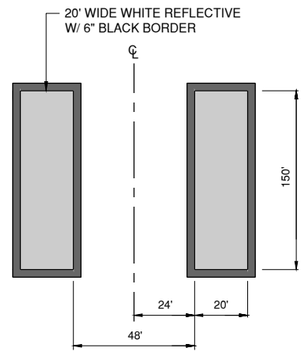
RUNWAY CENTERLINE - DASHED
NOT TO SCALE



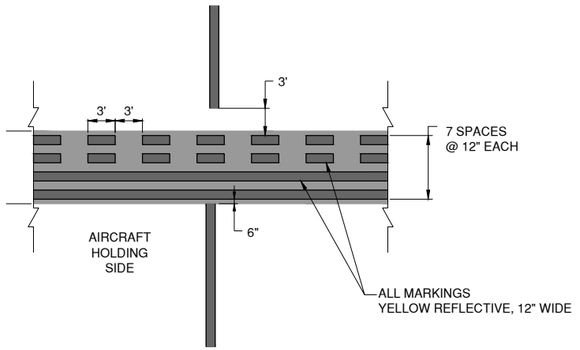
TAXIWAY LEAD-IN TANGENT DETAIL
NOT TO SCALE



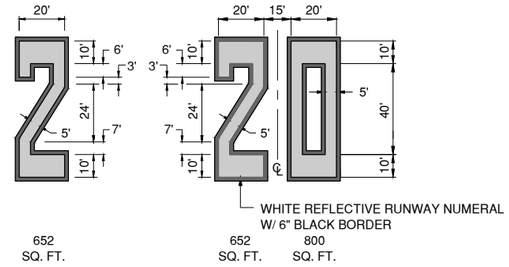
RUNWAY EDGE MARKING CONTINUOUS
NOT TO SCALE



AIMING POINT MARKERS
NOT TO SCALE



RUNWAY HOLDING POSITION MARKING
NOT TO SCALE



NUMERAL DETAILS
NOT TO SCALE

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PAVEMENT MARKING DETAILS

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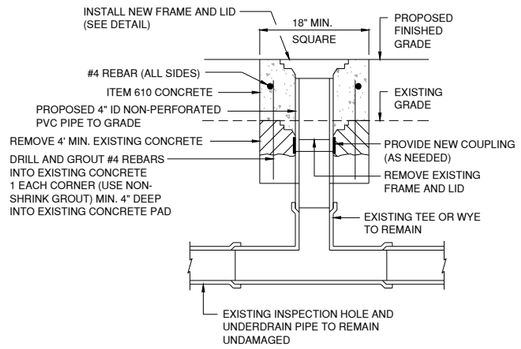
DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 27 OF 31 SHEETS



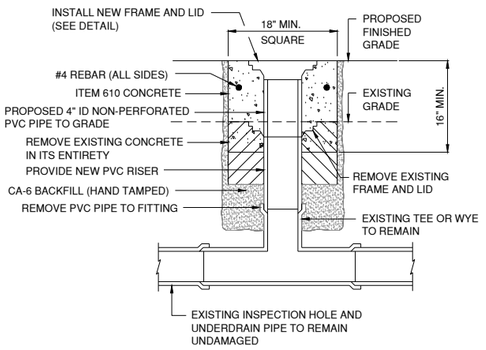
ADJUSTMENT OPTION A

UNDERDRAIN INSPECTION HOLE ADJUSTMENT DETAIL

NO SCALE

NOTES:

1. CONTRACTOR MAY CHOOSE OPTION A OR B. REGARDLESS OF METHOD USED, PAYMENT SHALL BE FOR ONLY ONE ITEM UNDER ITEM NO. AR705944.
2. CONTRACTOR SHALL VERIFY THE REQUIRED SIZE FOR EACH UNDERDRAIN PVC RISER BEFORE ORDERING MATERIALS.



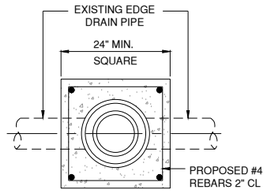
ADJUSTMENT OPTION B

UNDERDRAIN INSPECTION HOLE ADJUSTMENT DETAIL

NO SCALE

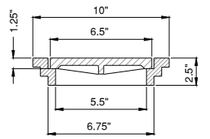
NOTES:

1. CONTRACTOR MAY CHOOSE OPTION A OR B. REGARDLESS OF METHOD USED, PAYMENT SHALL BE FOR ONLY ONE ITEM UNDER ITEM NO. AR705944.
2. CONTRACTOR SHALL VERIFY THE REQUIRED SIZE FOR EACH UNDERDRAIN PVC RISER BEFORE ORDERING MATERIALS.



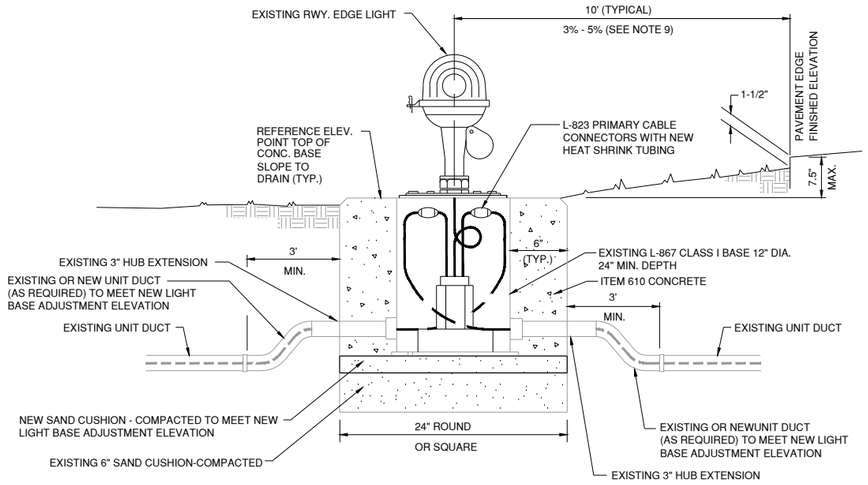
TOP VIEW

N.T.S.



CAST IRON FRAME
AND COVER

N.T.S.

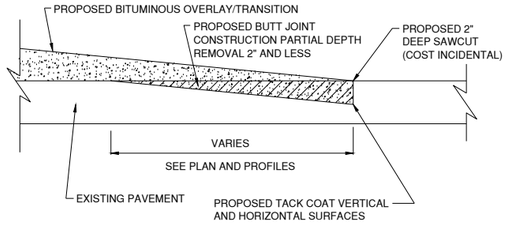


ADJUST BASE MOUNTED LIGHTS (BASE BID)

NO SCALE

METHOD OF CONSTRUCTION

1. UNPLUG AND REMOVE FIXTURE. ADJUST SHOULDERS TO GRADE.
2. EXCAVATE BASE MOUNTED LIGHT AND LIGHTING CIRCUIT.
3. REMOVE LIGHTING CIRCUIT FROM BASE CAN.
4. PLACE AND COMPACT SAND CUSHION AS REQUIRED BY AMOUNT OF ADJUSTMENT.
5. NEW UNIT DUCT/SPLICES AS REQUIRED.
6. REPLACE BASE CAN AND REPLACE LIGHTING CIRCUIT. SEAL CABLE ENTRANCES WITH DUCT SEAL.
7. PLUG FIXTURE BACK INTO CIRCUIT AND REPLACE HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE OVER ENTIRE CONNECTOR (2 PER FIXTURE).
8. BACKFILL EXCAVATED EARTH MATERIALS AND COMPACT.
9. SEE SHOULDER GRADE TABLE FOR PROPOSED SLOPES NEAREST EACH LIGHT TO BE ADJUSTED.
10. NEW L-867 EXTENSIONS SHALL ALSO BE ALLOWED AS AN OPTION FOR ADJUSTING BASE MOUNTED LIGHTS OR CANS.
11. THE CONTRACTOR WILL BE REQUIRED TO COLLECT THE ELEVATIONS OF THE EXISTING BASE MOUNTED AND STAKE MOUNTED LIGHTS PRIOR TO ADJUSTING THE LIGHTS, DETERMINE THE CORRECT VERTICAL ADJUSTMENT DIMENSION BASED ON THE OVERLAY GRADES AND PROPOSED SHOULDER SLOPES SHOWN IN THE PLANS NEAREST EACH LIGHT, AND THE LIGHT ADJUSTMENT DETAILS. THE CONTRACTOR SHALL ORDER ADJUSTMENT MATERIALS PRIOR TO BEGINNING WORK.



BUTT JOINT DETAIL

NO SCALE

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

0 1 2

THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

MISCELLANEOUS DETAILS

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DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 28 OF 31 SHEETS

XREF DWG: CMT NCS TB.dwg
IMAGE FILES: DTMA Logo-black.jpg
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LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:19:59 AM
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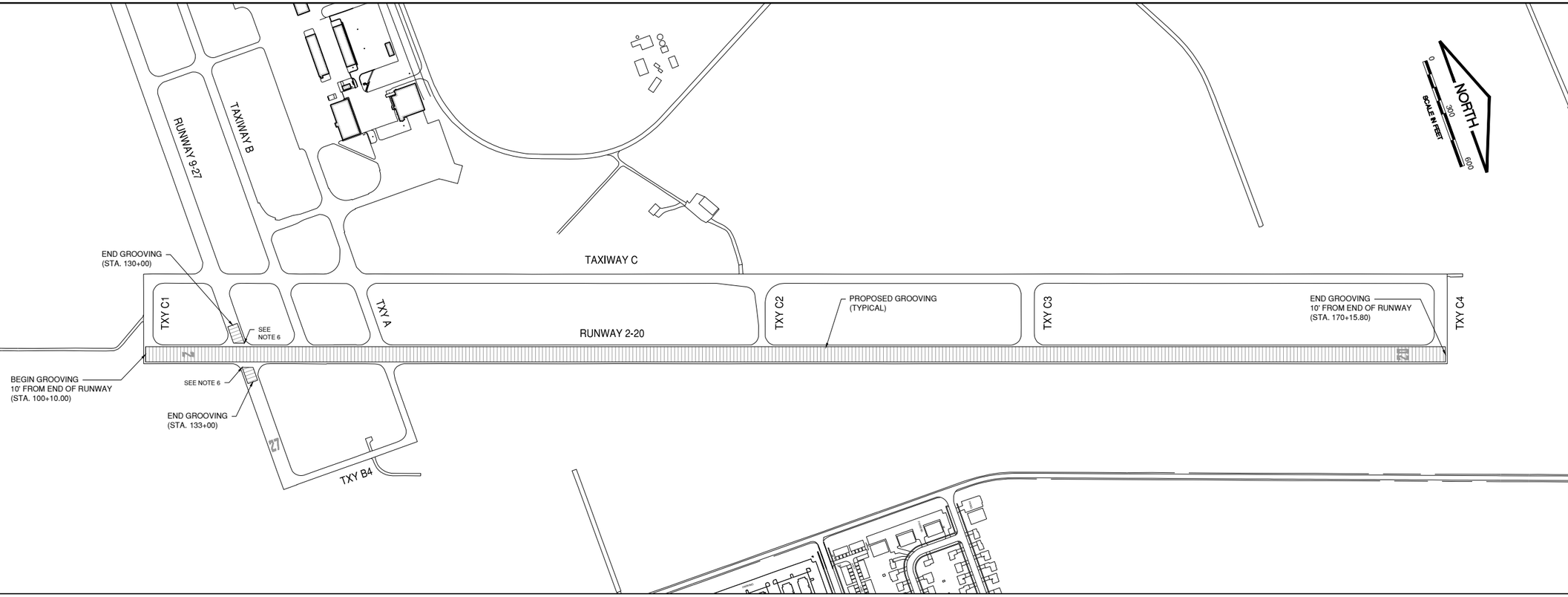
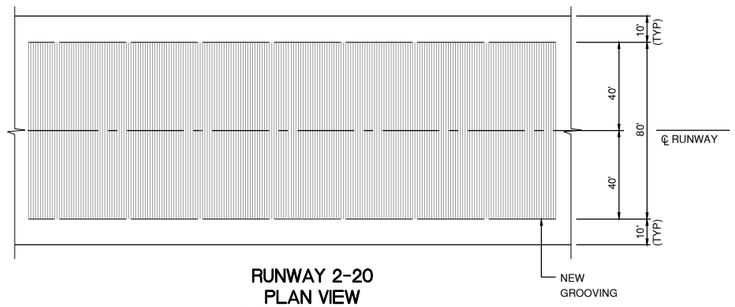
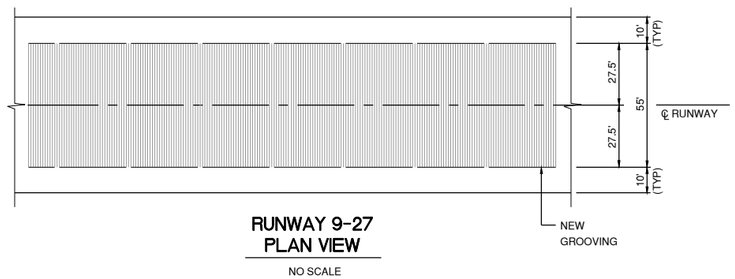




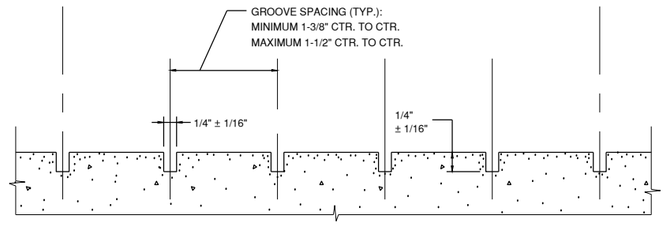
RUNWAY 2-20
PLAN VIEW

NO SCALE



RUNWAY 9-27
PLAN VIEW

NO SCALE



GROOVE DIMENSIONS

NO SCALE

GROOVING NOTES

1. AFTER COMPLETION OF HMA PAVING, RUNWAY 2-20 AND 9-27 SHALL BE ALLOWED TO CURE A MINIMUM OF 28 DAYS PRIOR TO THE COMMENCEMENT OF GROOVING OPERATIONS.
2. GROOVING SHALL EXTEND OUTWARD 40' FROM CENTERLINE OF RUNWAY 2-20 AND 27.5' FROM CENTERLINE OF RUNWAY 9-27.
3. SUCCESSIVE PASSES OF GROOVING MACHINE SHALL NOT OVERLAP.
4. EXTREME CARE SHALL BE TAKEN WHEN GROOVING NEAR IN-PAVEMENT LIGHT FIXTURES. GROOVES SHALL BE SAWED NO CLOSER THAN 6" AND NO MORE THAN 18" TO SUCH FACILITIES.
5. CLEANUP OF WASTE MATERIAL SHALL BE CONTINUOUS AND TIMELY DURING THE GROOVING OPERATION. WASTE MATERIAL SHALL BE DISPOSED OF OFF AIRPORT PROPERTY.
6. GROOVING ON RUNWAY 9-27 SHALL STOP 10' FROM EXTENDED EDGE OF RUNWAY 2-20 AND SHALL BE CUT IN A STEP PATTERN. WIDTH OF STEPS SHALL NOT EXCEED 40 INCHES IN WIDTH.

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

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AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

GROOVING PLAN AND DETAILS

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DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 29 OF 31 SHEETS

XREF DWG: CMT NCS TB.dwg
BASE-DKB.DWG
DTMA Logo-black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:20:05 AM
FILE: K:\DeKalbAp\200248\02-00_Resurface Rwy 2-20\Draw\Sheets\200248 02 - Groovin Plan.dwg

DEKALB -TAYLOR MUNICIPAL AIRPORT

RUNWAY 2-20 BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES

STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	70' LEFT		50' LEFT				25' LEFT				CENTERLINE					25' RIGHT				50' RIGHT				70' RIGHT		NEW PAVEMENT CROSS SLOPE (RIGHT)
		MATCH ELEV. (TURF)	SLOPE * (%)	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	LONG. SLOPE	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	MATCH ELEV. (TURF)	SLOPE * (%)	
100+00.00	1.50%	TAXIWAY C1		912.03	911.89	0.17	0.31	912.41	912.24	0.17	0.33	912.78	912.49	0.17	0.46	-0.770%	912.41	912.19	0.17	0.38	912.03	911.87	0.17	0.33	911.7	1.1%	1.50%
100+50.00	1.50%	TAXIWAY C1		911.65	911.52	0.17	0.29	912.02	911.86	0.17	0.33	912.40	912.11	0.17	0.45	-0.770%	912.02	911.80	0.17	0.39	911.65	911.51	0.17	0.30	911.2	1.8%	1.50%
101+00.00	1.50%	910.8	1.7%	911.26	911.16	0.17	0.27	911.64	911.44	0.17	0.36	912.01	911.78	0.17	0.40	-0.770%	911.64	911.39	0.17	0.41	911.26	911.08	0.17	0.35	910.8	1.7%	1.50%
101+50.00	1.50%	910.2	2.5%	910.88	910.78	0.17	0.26	911.25	911.08	0.17	0.34	911.63	911.36	0.17	0.43	-0.770%	911.25	910.99	0.17	0.43	910.88	910.49	0.17	0.55	910.4	1.8%	1.50%
102+00.00	1.50%	909.7	3.3%	910.49	910.31	0.17	0.35	910.87	910.70	0.17	0.33	911.24	911.01	0.17	0.40	-0.770%	910.87	910.60	0.17	0.43	910.49	910.29	0.17	0.37	910.0	1.7%	1.50%
102+50.00	1.50%	909.3	3.4%	910.11	909.89	0.17	0.38	910.48	910.27	0.17	0.38	910.86	910.64	0.17	0.38	-0.770%	910.56	910.26	0.17	0.46	910.26	909.87	0.17	0.55	909.6	2.5%	1.20%
103+00.00	1.50%	909.2	1.9%	909.72	909.46	0.17	0.43	910.10	909.90	0.17	0.36	910.47	910.25	0.17	0.39	-0.770%	910.25	909.87	0.17	0.54	910.03	909.49	0.17	0.70	909.3	3.2%	0.89%
103+50.00	1.50%	908.6	3.0%	909.34	909.01	0.17	0.49	909.71	909.47	0.17	0.41	910.09	909.87	0.17	0.38	-0.770%	909.94	909.49	0.17	0.62	909.80	909.01	0.17	0.95	908.8	4.6%	0.58%
104+00.00	1.50%	908.2	3.0%	908.95	908.75	0.17	0.37	909.33	909.10	0.17	0.39	909.70	909.48	0.17	0.39		909.64	909.13	0.17	0.67	909.57	908.77	0.17	0.97	908.5	4.8%	0.26%
104+50.00	1.14%	RUNWAY 9-27		908.75	908.47	0.17	0.45	909.04	908.81	0.17	0.39	909.32	909.11	0.17	0.38		909.33	908.89	0.17	0.61	909.34	908.47	0.17	1.04	908.4	4.1%	-0.04%
105+00.00	0.84%	RUNWAY 9-27		908.55	908.33	0.17	0.39	908.76	908.49	0.17	0.44	908.97	908.75	0.17	0.39		909.04	908.64	0.17	0.57	909.11	908.39	0.17	0.89	RUNWAY 9-27		-0.28%
105+50.00	1.00%	RUNWAY 9-27		908.13	907.98	0.17	0.32	908.38	908.21	0.17	0.34	908.63	908.43	0.17	0.37		908.75	908.50	0.17	0.42	908.88	908.62	0.17	0.42	RUNWAY 9-27		-0.49%
106+00.00	1.06%	907.2	2.3%	907.78	907.62	0.17	0.33	908.05	907.90	0.17	0.31	908.31	908.15	0.17	0.33		908.42	908.22	0.17	0.36	908.52	908.22	0.17	0.47	RUNWAY 9-27		-0.42%
106+50.00	1.18%	906.7	3.0%	907.43	907.20	0.17	0.40	907.73	907.59	0.17	0.30	908.02	907.85	0.17	0.34		908.09	907.84	0.17	0.42	908.16	907.72	0.17	0.61	907.6	2.4%	-0.28%
107+00.00	1.32%	906.4	2.7%	907.08	906.90	0.17	0.35	907.41	907.25	0.17	0.33	907.74	907.57	0.17	0.34		907.83	907.46	0.17	0.53	907.91	907.21	0.17	0.87	907.0	4.2%	-0.34%
107+50.00	1.30%	906.2	2.4%	906.83	906.65	0.17	0.35	907.16	907.02	0.17	0.30	907.48	907.34	0.17	0.31		907.57	907.32	0.17	0.42	907.66	907.19	0.17	0.64	906.9	3.4%	-0.36%
108+00.00	1.34%	TAXIWAY B		906.57	906.42	0.17	0.32	906.91	906.78	0.17	0.29	907.24	907.12	0.17	0.29		907.38	907.18	0.17	0.36	907.51	907.13	0.17	0.55	906.8	2.9%	-0.54%
108+50.00	1.38%	TAXIWAY B		906.32	906.21	0.17	0.28	906.67	906.53	0.17	0.30	907.01	906.87	0.17	0.31		907.19	907.00	0.17	0.35	907.36	907.16	0.17	0.37	906.8	2.3%	-0.70%
109+00.00	1.30%	TAXIWAY B		906.16	905.99	0.17	0.34	906.49	906.40	0.17	0.25	906.81	906.66	0.17	0.32		907.01	906.80	0.17	0.38	907.21	907.09	0.17	0.29	906.6	2.3%	-0.80%
109+50.00	1.26%	905.2	3.3%	906.00	905.84	0.17	0.33	906.32	906.15	0.17	0.33	906.63	906.41	0.17	0.39		906.74	906.49	0.17	0.41	906.84	906.75	0.17	0.26	906.3	2.2%	-0.42%
110+00.00	1.28%	904.9	3.8%	905.83	905.55	0.17	0.45	906.15	905.92	0.17	0.40	906.47	906.24	0.17	0.40		906.47	906.29	0.17	0.34	906.46	906.32	0.17	0.31	906.0	1.5%	0.02%
110+50.00	1.30%	904.7	4.3%	905.67	905.45	0.17	0.39	906.00	905.74	0.17	0.42	906.32	906.09	0.17	0.40		906.21	906.07	0.17	0.30	906.09	905.87	0.17	0.39	905.3	3.1%	0.46%
111+00.00	1.39%	904.6	4.0%	905.51	905.29	0.17	0.38	905.85	905.61	0.17	0.41	906.20	905.91	0.17	0.46		905.96	905.80	0.17	0.32	905.71	905.57	0.17	0.31	905.1	2.5%	0.98%
111+50.00	1.50%	904.5	3.4%	905.34	905.17	0.17	0.34	905.72	905.51	0.17	0.37	906.09	905.81	0.17	0.45		905.72	905.56	0.17	0.32	905.34	905.17	0.17	0.34	904.6	3.3%	1.50%
112+00.00	1.50%	TAXIWAY A		905.25	905.05	0.17	0.37	905.63	905.45	0.17	0.34	906.00	905.70	0.17	0.47		905.63	905.46	0.17	0.33	905.25	905.05	0.17	0.37	904.6	2.9%	1.50%
112+50.00	1.50%	TAXIWAY A		905.19	905.00	0.17	0.36	905.57	905.37	0.17	0.36	905.94	905.68	0.17	0.43		905.57	905.38	0.17	0.35	905.19	904.92	0.17	0.44	904.3	3.7%	1.50%
113+00.00	1.50%	TAXIWAY A		905.14	904.89	0.17	0.42	905.52	905.37	0.17	0.31	905.89	905.69	0.17	0.37		905.52	905.31	0.17	0.37	905.14	904.94	0.17	0.37	TAXIWAY A		1.50%
113+50.00	1.50%	904.3	3.3%	905.11	904.84	0.17	0.44	905.49	905.33	0.17	0.32	905.86	905.71	0.17	0.32		905.49	905.30	0.17	0.35	905.11	904.91	0.17	0.37	TAXIWAY A		1.50%
114+00.00	1.50%	904.4	3.1%	905.10	904.88	0.17	0.39	905.48	905.34	0.17	0.30	905.85	905.65	0.17	0.37		905.48	905.26	0.17	0.38	905.10	904.85	0.17	0.42	904.2	3.8%	1.50%
114+50.00	1.50%	904.4	3.1%	905.10	904.84	0.17	0.43	905.48	905.27	0.17	0.37	905.85	905.63	0.17	0.39	0.00%	905.48	905.27	0.17	0.37	905.10	904.83	0.17	0.44	904.1	4.4%	1.50%
115+00.00	1.50%	904.4	3.1%	905.10	904.92	0.17	0.35	905.48	905.30	0.17	0.34	905.85	905.62	0.17	0.40	0.00%	905.48	905.25	0.17	0.39	905.10	904.86	0.17	0.41	904.2	3.7%	1.50%
115+50.00	1.50%	904.4	3.0%	905.10	904.93	0.17	0.34	905.48	905.34	0.17	0.30	905.85	905.69	0.17	0.33	0.00%	905.48	905.32	0.17	0.32	905.10	904.88	0.17	0.39	904.3	3.4%	1.50%
116+00.00	1.50%	904.3	3.2%	905.10	904.94	0.17	0.33	905.48	905.36	0.17	0.28	905.85	905.71	0.17	0.31	0.00%	905.48	905.32	0.17	0.32	905.10	904.85	0.17	0.42	904.3	3.6%	1.50%
116+50.00	1.50%	904.3	3.2%	905.10	904.84	0.17	0.43	905.48	905.29	0.17	0.35	905.85	905.64	0.17	0.38	0.00%	905.48	905.24	0.17	0.40	905.10	904.81	0.17	0.46	904.2	3.7%	1.50%
117+00.00	1.50%	904.3	3.4%	905.10	904.93	0.17	0.34	905.48	905.25	0.17	0.39	905.85	905.59	0.17	0.43	0.00%	905.48	905.28	0.17	0.36	905.10	904.89	0.17	0.38	904.4	3.0%	1.50%
117+50.00	1.50%	904.3	3.4%	905.10	904.93	0.17	0.34	905.48	905.26	0.17	0.38	905.85	905.66	0.17	0.36	0.00%	905.48	905.26	0.17	0.38	905.10	904.84	0.17	0.43	904.3	3.6%	1.50%
118+00.00	1.50%	904.3	3.5%	905.10	904.87	0.17	0.40	905.48	905.25	0.17	0.39	905.85	905.67	0.17	0.35	0.00%	905.48	905.27	0.17	0.37	905.10	904.83	0.17	0.44	904.3	3.4%	1.50%
118+50.00	1.50%	904.3	3.2%	905.10	904.82	0.17	0.45	905.48	905.21	0.17	0.43	905.85	905.62	0.17	0.40	0.00%	905.48	905.23	0.17	0.41	905.10	904.80	0.17	0.47	904.3	3.4%	1.50%
119+00.00	1.50%	904.3	3.5%	905.10	904.88	0.17	0.39	905.48	905.22	0.17	0.42	905.85	905.63	0.17	0.39	0.00%	905.48	905.22	0.17	0.42	905.10	904.84	0.17	0.43	904.4	3.1%	1.50%
119+50.00	1.50%	904.3	3.6%	905.10	904.81	0.17	0.46	905.48	905.22	0.17	0.42	905.85	905.64	0.17	0.38	0.00%	905.48	905.26	0.17	0.38	905.10	904.80	0.17	0.47	904.2	3.7%	1.50%
120+00.00	1.50%	904.3	3.5%	905.10	904.85	0.17	0.42	905.48	905.24	0.17	0.40	905.85	905.64	0.17	0.38	0.00%	905.48	905.22	0.17	0.42	905.10	904.83	0.17	0.44	904.2	3.7%	1.50%
120+50.00	1.50%	904.2	3.8%	905.10	904.73	0.17	0.54	905.48	905.22	0.17	0.42	905.85	905.62	0.17	0.40	0.00%	905.48	905.23	0.17	0.41	905.10	904.70	0.17	0.57	904.2	4.0%	1.50%
121+00.00	1.50%	904.2	4.1%	905.10	904.77	0.17	0.50	905.48	905.22	0.17	0.42	905.85	905.63	0.17	0.39	0.00%	905.48	905.19	0.17	0.45	905.10	904.83	0.17	0.44	904.2	3.7%	1.50%
121+50.00	1.50%	904.3	3.4%	905.10	904.80	0.17	0.47	905.48	905.21	0.17	0.43	905.85	905.62	0.17	0.40	0.00%	905.48	905.21	0.17	0.43	905.10	904.76	0.17	0.51	904.3	3.6%	1.50%
122+00.00	1.50%	904.2	3.7%	905.10	904.84	0.17	0.43	905.48	905.22	0.17	0.42	905.85	905.62	0.17	0.40	0.00%	905.48	905.19	0.17	0.45	905.10	904.82	0.17	0.45	904.3	3.6%	1.50%
122+50.00	1.50%	904.3	3.4%	905.10	904.80	0.17	0.47	905.48	905.24	0.17	0.40	905.85	905.61	0.17	0.41	0.00%	905.48	905.22	0.17	0.42	905.10	904.78	0.17	0.49	904.3	3.6%	1.50%
123+00.00	1.50%	904.3	3.2%	905.10	904.87	0.17	0.40	905.48	905.29	0.17	0.35	905.85	905.61	0.17	0.41	0.00%	905.48	905.25	0.17	0.39	905.10	904.79	0.17	0.48	904.5	2.6%	1.50%
123+50.00	1.50%	904.3	3.3%	905.10	904.86	0.17	0.41	905.48	905.28	0.17	0.36	905.85	905.63	0.17	0.39	0.00%	905.48	905.24	0.17	0.40	905.10	904.78	0.17	0.49	904.3	3.5%	1.50%
124+00.00	1.50%	904.3	3.2%	905.10	904.86	0.17	0.41	905.48	905.28	0.17	0.36	905.85	905.65	0.17	0.37	0.00%	905.48	905.24	0.17	0.40	905.10	904.78	0.17	0.49	904.4	3.1%	1.50%
124+50.00	1.50%	904.3	3.3%	905.10	904.84	0.17	0.43	905.48	905.30	0.17	0.34	905.85	905.63	0.17	0.39	0.00%	905.48	905.23	0.17	0.41	905.10	904.75	0.17	0.52	904.3	3.6%	1.50%
125+00.00	1.50%	904.4	3.1%	905.10	904.84	0.17	0.43	905.48	905.31	0.17	0.33	905.85	905.64	0.17	0.38	0.00%	905.48	905.25	0.17	0.39	905.10	904.75	0.17	0.52	904.3	3.2%	1.50%
125+50.00	1.50%	904.4	2.9%	905.10	904.86	0.17	0.41	905.48	905.32	0.17	0.32	905.85	905.65	0.17	0.37	0.00%	905.48	905.28	0.17	0.36	905.10	904.71	0.17	0.56	904.4	3.1%	1.50%
126+00.00	1.50%	904.4	2.9%	905.10	904.90	0.17	0.37	905.48	905.32	0.17	0.32	905.85	905.65	0.17	0.37	0.00%	905.48	905.30	0.17	0.34	905.10	904.86	0.17	0.41	904.4	2.9%	1.50%
126+50.00	1.50%	904.3	3.2%	905.10	904.91	0.17	0.36	905.48	905.32	0.17	0.32	905.85	905.64	0.17	0.38	0.00%	905.48	905.26	0.17	0.38	905.10	904.89	0.17	0.38	904.3	3.5%	1.50%
127+00.00	1.50%	904.4	3.1%	905.10	904.87	0.17	0.40	905.48	905.30	0.17	0.34	905.85	905.62	0.17	0.40	0.00%	905.48	905.24	0.17	0.40	905.10	904.84	0.17	0.43	904.2	3.7%	1.50%
127+50.00	1.50%	904.3	3.2%	905.10	904.87	0.17	0.40	905.48	905.31	0.17	0.33	905.85	905.67	0.17	0.35	0.00%	905.48	905.25	0.17	0.39	905.10	904.80	0.17	0.47	904.2	3.7%	1.50%
128+00.00	1.50%	904.4	2.9%	905.10	904.88	0.17	0.39	905.48	905.30	0.17	0.34	905.85	905.67	0.17	0.35	0.00%	905.48	905.26	0.17	0.38	905.10	904.79	0.17	0.48	904.3	3.5%	1.50%
128+50.00	1.50%	904.4	3.1%	905.10	904.89	0.17	0.38	905.48	905.32	0.17	0.32	905.85	905.66	0.17	0.36	0.00%	905.48	905.27	0.17	0.37	905.10	904.83	0.17	0.44	904.3	3.3%	1.50%
129+00.00	1.50%	904.4	3.1%	905.10	904.89	0.17	0.38	905.48	905.33	0.17	0.31	905.85	905.66	0.17	0.36	0.00%	905.48	905.27	0.17	0.37	905.10	904.88	0.17	0.39	904.3	3.5%	1.50%
129+50.00	1.50%	904.3	3.2%	905.10	904.91	0.17	0.36	905.48	905.34	0.17	0.30	905.85	905.64	0.17	0.38	0.00%	905.48	905.23	0.17	0.41	905.10	904.76	0.17	0.51	904.3	3.4%	1.50%
130+00.00	1.50%	904.5	2.4%	905.10	904.91	0.17	0.36	905.48	905.31	0.17	0.33	905.85	905.63	0.17	0.39	0.00%	905.48	905.25	0.17	0.39	905.10	904.81	0.17	0.46	904.4	2.9%	1.50%
130+50.00	1.50%	904.4	2.7%	905.10	904.92	0.17	0.35	905.48	905.29	0.17	0.35	905.85	905.64	0.17	0.38	0.00%	905.48	905.27	0.17	0.37	905.10	904.75	0.17	0.52	904.2	4.0%	1.50%
131+00.00	1.50%	904.4	2.7%	905.10	904.90	0.17	0.37	905.48	905.29	0.17	0.35	905.85	905.64	0.17	0.38	0.00%	905.48	905.28	0.17	0.36	905.10	904.79	0.17	0.48	904.2	3.7%	1.50%
131+50.00	1.50%	904.4	3.0%	905.10	904.93	0.17	0.34	905.48	905.31	0.17	0.33	905.85	905.63	0.17	0.39	0.00%	905.48	905.28	0.17	0.36	905.10	904.81	0.17	0.46	904.2	4.0%	1.50%
132+00.00	1.50%	904.3	3.3%	905.10	904.90	0.17	0.37	905.48	905.34	0.17	0.30	905.85	905.65	0.17	0.37	0.00%	905.48	905.31	0.17	0.33	905.10	904.77	0.17	0.50	904.2	3.8%	1.50%
132+50.00	1.50%	904.4	2.9%	905.10	904.84	0.17	0.43	905.48	905.36	0.17	0.28	905.85	905.66	0.17	0.36	0.00%	905.48	905.32	0.17	0.32	905.10	904.71	0.17	0.56	904.2	4.0%	1.50%
133+00.00	1.50%	TAXIWAY C2		905.10	904.90	0.17	0.37	905.48	905.36	0.17	0.28	905.85	905.64	0.17	0.38	0.00%	905.48	905.33	0.17	0.31	905.10	904.80	0.17	0.47	904.3	3.4%	1.50%
133+50.00	1.50%	TAXIWAY C2		905.10	904.93	0.17	0.34	905.48	905.36	0.17	0.28	905.85	905.66	0.17	0.36	0.00%	905.48	905.34	0.17	0.30	905.10	904.83	0.17	0.44	904.3	3.2%	1.50%
134+00.00	1.50%	904.4	2.8%	905.10	904.94	0.17	0.33	905.48	905.36	0.17	0.28	905.85	905.69	0.17	0.33	0.00%	905.48	905.34	0.17	0.30	905.10	904.78	0.17	0.49	904.3	3.5%	1.50%
134+50.00	1.50%	904.4	2.8%	905.10	904.86	0.17	0.41	905.48	905.32	0.17	0.32	905.85	905.65	0.17	0.37	0.00%	905.48	905.29	0.17	0.35	905.10	904.78	0.17	0.49	904.2	3.7%	1.50%
135+00.00	1.50%	904.3	3.3%	905.10	904.84	0.17	0.43	905.48	905.29	0.17	0.35	905.85	905.59	0.17	0.43	0.00%	905.48	905.27	0.17	0.37	905.10	904.77	0.17	0.50	904.2	3.7%	1.50%

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

BITUMINOUS MILLING, OVERLAY AND SHOULDER GRADE TABLE - SHEET 1

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DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 30 OF 31 SHEETS

XREF DWG: CMT NCS TB.dwg
IMAGE FILES: DTMA Logo-black.jpg
UPDATE BY: Jim Chise
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:20:08 AM
FILE: K:\DekalbAp\200248\02-00_ResurfaceRwy2-20\Draw\Sheets\200248 02 - Grade Table - 1.dwg

DEKALB -TAYLOR MUNICIPAL AIRPORT

RUNWAY 2-20 BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES

STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	70' LEFT		50' LEFT				25' LEFT				CENTERLINE					25' RIGHT				50' RIGHT				70' RIGHT		NEW PAVEMENT CROSS SLOPE (RIGHT)
		MATCH ELEV. (TURF)	SLOPE * (%)	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	LONG. SLOPE	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	MATCH ELEV. (TURF)	SLOPE * (%)	
135+50.00	1.50%	904.3	3.5%	905.10	904.84	0.17	0.43	905.48	905.27	0.17	0.37	905.85	905.54	0.17	0.48	0.00%	905.48	905.24	0.17	0.40	905.10	904.69	0.17	0.58	904.3	3.5%	1.50%
136+00.00	1.50%	904.3	3.2%	905.03	904.80	0.17	0.39	905.40	905.23	0.17	0.34	905.78	905.53	0.17	0.41	-0.146%	905.40	905.19	0.17	0.38	905.03	904.57	0.17	0.62	904.1	3.8%	1.50%
136+50.00	1.50%	904.2	3.1%	904.95	904.71	0.17	0.41	905.33	905.19	0.17	0.31	905.70	905.52	0.17	0.35	-0.146%	905.33	905.14	0.17	0.36	904.95	904.62	0.17	0.50	904.1	3.6%	1.50%
137+00.00	1.50%	904.1	3.5%	904.88	904.63	0.17	0.42	905.26	905.15	0.17	0.27	905.63	905.44	0.17	0.36	-0.146%	905.26	905.07	0.17	0.35	904.88	904.60	0.17	0.45	904.1	3.5%	1.50%
137+50.00	1.50%	904.0	3.4%	904.81	904.56	0.17	0.41	905.18	905.05	0.17	0.30	905.56	905.33	0.17	0.39	-0.146%	905.18	905.00	0.17	0.35	904.81	904.53	0.17	0.44	904.0	3.3%	1.50%
138+00.00	1.50%	903.9	3.5%	904.74	904.51	0.17	0.39	905.11	904.96	0.17	0.32	905.49	905.26	0.17	0.39	-0.146%	905.11	904.92	0.17	0.36	904.74	904.26	0.17	0.64	903.9	3.7%	1.50%
138+50.00	1.50%	903.8	3.6%	904.66	904.43	0.17	0.40	905.04	904.84	0.17	0.36	905.41	905.18	0.17	0.40	-0.146%	905.04	904.83	0.17	0.37	904.66	904.31	0.17	0.52	903.7	4.1%	1.50%
139+00.00	1.50%	903.8	3.5%	904.59	904.36	0.17	0.40	904.96	904.76	0.17	0.37	905.34	905.10	0.17	0.41	-0.146%	904.96	904.74	0.17	0.39	904.59	904.26	0.17	0.50	903.6	4.2%	1.50%
139+50.00	1.50%	903.8	3.2%	904.52	904.31	0.17	0.37	904.89	904.73	0.17	0.33	905.27	905.05	0.17	0.38	-0.146%	904.89	904.69	0.17	0.37	904.52	904.16	0.17	0.52	903.6	4.0%	1.50%
140+00.00	1.50%	903.6	3.8%	904.44	903.98	0.17	0.63	904.82	904.68	0.17	0.30	905.19	905.00	0.17	0.36	-0.146%	904.82	904.64	0.17	0.34	904.44	903.86	0.17	0.75	903.4	4.7%	1.50%
140+50.00	1.50%	903.7	3.0%	904.37	904.20	0.17	0.34	904.75	904.61	0.17	0.30	905.12	904.95	0.17	0.34	-0.146%	904.75	904.58	0.17	0.33	904.37	904.01	0.17	0.53	903.5	3.9%	1.50%
141+00.00	1.50%	903.5	3.5%	904.30	904.13	0.17	0.33	904.67	904.54	0.17	0.30	905.05	904.87	0.17	0.34	-0.146%	904.67	904.51	0.17	0.33	904.30	903.97	0.17	0.49	903.4	3.7%	1.50%
141+50.00	1.50%	903.4	3.4%	904.22	904.03	0.17	0.36	904.60	904.48	0.17	0.29	904.97	904.78	0.17	0.36	-0.146%	904.60	904.42	0.17	0.35	904.22	903.89	0.17	0.50	903.3	3.9%	1.50%
142+00.00	1.50%	903.3	3.4%	904.15	903.82	0.17	0.50	904.53	904.41	0.17	0.28	904.90	904.72	0.17	0.35	-0.146%	904.53	904.36	0.17	0.33	904.15	903.80	0.17	0.52	903.3	3.9%	1.50%
142+50.00	1.50%	903.4	3.0%	904.08	903.89	0.17	0.35	904.45	904.34	0.17	0.28	904.83	904.64	0.17	0.35	-0.146%	904.45	904.27	0.17	0.35	904.08	903.69	0.17	0.55	903.2	3.9%	1.50%
143+00.00	1.50%	903.3	3.2%	904.01	903.80	0.17	0.37	904.38	904.22	0.17	0.33	904.76	904.54	0.17	0.38	-0.146%	904.38	904.17	0.17	0.38	904.01	903.64	0.17	0.53	903.1	3.9%	1.50%
143+50.00	1.50%	903.2	3.0%	903.93	903.71	0.17	0.39	904.31	904.12	0.17	0.35	904.68	904.48	0.17	0.37	-0.146%	904.31	904.11	0.17	0.36	903.93	903.54	0.17	0.56	903.1	3.8%	1.50%
144+00.00	1.50%	903.3	2.3%	903.86	903.53	0.17	0.50	904.23	904.11	0.17	0.29	904.61	904.40	0.17	0.38	-0.146%	904.23	904.05	0.17	0.35	903.86	903.46	0.17	0.57	903.0	3.9%	1.50%
144+50.00	1.50%	903.0	3.6%	903.79	903.59	0.17	0.36	904.16	904.05	0.17	0.28	904.54	904.33	0.17	0.37	-0.146%	904.16	904.01	0.17	0.32	903.79	903.38	0.17	0.57	903.0	3.4%	1.50%
145+00.00	1.50%	902.8	4.2%	903.71	903.49	0.17	0.39	904.09	903.94	0.17	0.31	904.46	904.23	0.17	0.40	-0.146%	904.09	903.93	0.17	0.32	903.71	903.32	0.17	0.56	902.8	3.9%	1.50%
145+50.00	1.50%	902.8	3.4%	903.64	903.46	0.17	0.35	904.02	903.87	0.17	0.31	904.39	904.16	0.17	0.40	-0.146%	904.02	903.81	0.17	0.37	903.64	903.29	0.17	0.52	902.8	3.7%	1.50%
146+00.00	1.50%	902.7	3.5%	903.57	903.25	0.17	0.48	903.94	903.69	0.17	0.42	904.32	904.04	0.17	0.44	-0.146%	903.94	903.64	0.17	0.47	903.57	903.23	0.17	0.50	902.5	4.5%	1.50%
146+50.00	1.50%	902.6	3.7%	903.49	903.21	0.17	0.45	903.87	903.67	0.17	0.37	904.24	903.98	0.17	0.43	-0.146%	903.87	903.60	0.17	0.44	903.49	903.12	0.17	0.54	902.6	3.8%	1.50%
147+00.00	1.50%	TAXIWAY C3		903.42	903.21	0.17	0.38	903.80	903.57	0.17	0.39	904.17	903.91	0.17	0.43	-0.146%	903.80	903.57	0.17	0.39	903.42	903.08	0.17	0.51	902.4	4.4%	1.50%
147+50.00	1.50%	TAXIWAY C3		903.35	903.10	0.17	0.41	903.72	903.51	0.17	0.38	904.10	903.78	0.17	0.48	-0.146%	903.72	903.50	0.17	0.39	903.35	903.04	0.17	0.47	902.3	4.8%	1.50%
148+00.00	1.50%	TAXIWAY C3		903.28	903.03	0.17	0.41	903.65	903.46	0.17	0.36	904.03	903.66	0.17	0.53	-0.146%	903.65	903.44	0.17	0.38	903.28	903.00	0.17	0.44	902.2	4.7%	1.50%
148+50.00	1.50%	902.8	1.4%	903.20	903.02	0.17	0.35	903.58	903.40	0.17	0.34	903.95	903.53	0.17	0.59	-0.146%	903.58	903.38	0.17	0.36	903.20	902.96	0.17	0.41	902.2	4.5%	1.50%
149+00.00	1.50%	902.3	3.4%	903.13	902.96	0.17	0.34	903.50	903.38	0.17	0.29	903.88	903.74	0.17	0.31	-0.146%	903.50	903.34	0.17	0.33	903.13	902.94	0.17	0.36	902.0	5.0%	1.50%
149+50.00	1.50%	902.0	4.9%	903.13	902.94	0.17	0.36	903.51	903.38	0.17	0.29	903.88	903.71	0.17	0.34	0.00%	903.51	903.32	0.17	0.35	903.13	902.86	0.17	0.44	902.0	5.0%	1.50%
150+00.00	1.50%	901.9	5.3%	903.13	902.94	0.17	0.36	903.51	903.36	0.17	0.31	903.88	903.67	0.17	0.38	0.00%	903.51	903.31	0.17	0.36	903.13	902.85	0.17	0.45	902.0	5.0%	1.50%
150+50.00	1.50%	901.9	5.4%	903.13	902.93	0.17	0.37	903.51	903.35	0.17	0.32	903.88	903.69	0.17	0.36	0.00%	903.51	903.31	0.17	0.36	903.13	902.90	0.17	0.40	902.0	5.0%	1.50%
151+00.00	1.50%	902.1	4.6%	903.13	902.97	0.17	0.33	903.51	903.36	0.17	0.31	903.88	903.71	0.17	0.34	0.00%	903.51	903.32	0.17	0.35	903.13	902.92	0.17	0.38	902.0	5.0%	1.50%
151+50.00	1.50%	902.1	4.3%	903.13	903.01	0.17	0.29	903.51	903.35	0.17	0.32	903.88	903.67	0.17	0.38	0.00%	903.51	903.32	0.17	0.35	903.13	902.87	0.17	0.43	902.0	5.0%	1.50%
152+00.00	1.50%	902.3	3.5%	903.13	902.99	0.17	0.31	903.51	903.34	0.17	0.33	903.88	903.68	0.17	0.37	0.00%	903.51	903.32	0.17	0.35	903.13	902.85	0.17	0.45	902.0	5.0%	1.50%
152+50.00	1.50%	902.3	3.3%	903.13	902.84	0.17	0.46	903.51	903.36	0.17	0.31	903.88	903.68	0.17	0.37	0.00%	903.51	903.28	0.17	0.39	903.13	902.61	0.17	0.69	902.0	4.8%	1.50%
153+00.00	1.50%	902.1	4.6%	903.13	902.75	0.17	0.55	903.51	903.33	0.17	0.34	903.88	903.61	0.17	0.44	0.00%	903.51	903.27	0.17	0.40	903.13	902.82	0.17	0.48	902.1	4.5%	1.50%
153+50.00	1.50%	902.2	4.1%	903.13	902.96	0.17	0.34	903.51	903.33	0.17	0.34	903.88	903.63	0.17	0.42	0.00%	903.51	903.30	0.17	0.37	903.13	902.83	0.17	0.47	902.1	4.4%	1.50%
154+00.00	1.50%	902.2	4.2%	903.13	903.00	0.17	0.30	903.51	903.35	0.17	0.32	903.88	903.70	0.17	0.35	0.00%	903.51	903.34	0.17	0.33	903.13	902.86	0.17	0.44	902.2	4.2%	1.50%
154+50.00	1.50%	902.2	4.0%	903.13	902.80	0.17	0.50	903.51	903.39	0.17	0.28	903.88	903.73	0.17	0.32	0.00%	903.51	903.35	0.17	0.32	903.13	902.67	0.17	0.63	902.1	4.5%	1.50%
155+00.00	1.50%	902.2	3.9%	903.13	903.01	0.17	0.29	903.51	903.39	0.17	0.28	903.88	903.71	0.17	0.34	0.00%	903.51	903.34	0.17	0.33	903.13	902.89	0.17	0.41	902.0	5.0%	1.50%
155+50.00	1.50%	902.2	4.1%	903.13	903.01	0.17	0.29	903.51	903.36	0.17	0.31	903.88	903.65	0.17	0.40	0.00%	903.51	903.31	0.17	0.36	903.13	902.82	0.17	0.48	902.0	5.0%	1.50%
156+00.00	1.50%	902.2	3.9%	903.13	903.00	0.17	0.30	903.51	903.35	0.17	0.32	903.88	903.63	0.17	0.42	0.00%	903.51	903.30	0.17	0.37	903.13	902.79	0.17	0.51	902.0	5.0%	1.50%
156+50.00	1.50%	902.1	4.3%	903.13	902.75	0.17	0.55	903.51	903.30	0.17	0.37	903.88	903.65	0.17	0.40	0.00%	903.51	903.26	0.17	0.41	903.13	902.64	0.17	0.66	902.0	5.0%	1.50%
157+00.00	1.50%	902.3	3.7%	903.13	902.95	0.17	0.35	903.51	903.30	0.17	0.37	903.88	903.61	0.17	0.44	0.00%	903.51	903.21	0.17	0.46	903.13	902.76	0.17	0.54	902.0	5.0%	1.50%
157+50.00	1.50%	902.0	5.1%	903.13	902.98	0.17	0.32	903.51	903.30	0.17	0.37	903.88	903.58	0.17	0.47	0.00%	903.51	903.22	0.17	0.45	903.13	902.74	0.17	0.56	902.0	5.0%	1.50%
158+00.00	1.50%	902.1	4.4%	903.13	902.97	0.17	0.33	903.51	903.30	0.17	0.37	903.88	903.62	0.17	0.43	0.00%	903.51	903.29	0.17	0.38	903.13	902.79	0.17	0.51	902.0	5.0%	1.50%
158+50.00	1.50%	902.0	4.9%	903.13	902.64	0.17	0.66	903.51	903.36	0.17	0.31	903.88	903.67	0.17	0.38	0.00%	903.51	903.29	0.17	0.38	903.13	902.61	0.17	0.69	902.0	5.0%	1.50%
159+00.00	1.50%	902.0	4.9%	903.13	902.99	0.17	0.31	903.51	903.36	0.17	0.31	903.88	903.65	0.17	0.40	0.00%	903.51	903.30	0.17	0.37	903.13	902.84	0.17	0.46	902.0	5.0%	1.50%
159+50.00	1.50%	902.1	4.8%	903.13	903.02	0.17	0.28	903.51	903.36	0.17	0.31	903.88	903.67	0.17	0.38	0.00%	903.51	903.31	0.17	0.36	903.13	902.80	0.17	0.50	902.0	5.0%	1.50%
160+00.00	1.50%	902.1	4.6%	903.13	902.96	0.17	0.34	903.51	903.31	0.17	0.36	903.88	903.60	0.17	0.45	0.00%	903.51	903.25	0.17	0.42	903.13	902.74	0.17	0.56	902.0	5.0%	1.50%
160+50.00	1.50%	902.0	5.0%	903.13	902.96	0.17	0.34	903.51	903.28	0.17	0.39	903.88	903.58	0.17	0.47	0.00%	903.51	903.21	0.17	0.46	903.13	902.83	0.17	0.47	902.0	5.0%	1.50%
161+00.00	1.50%	902.0	5.0%	903.13	902.72	0.17	0.58	903.51	903.19	0.17	0.48	903.88	903.54	0.17	0.51	0.00%	903.51	903.22	0.17	0.45	903.13	902.82	0.17	0.48	902.0	5.0%	1.50%
161+50.00	1.50%	902.0	5.0%	903.13	902.92	0.17	0.38	903.51	903.29	0.17	0.38	903.88	903.60	0.17	0.45	0.00%	903.51	903.26	0.17	0.41	903.13	902.81	0.17	0.49	902.0	5.0%	1.50%
162+00.00	1.50%	902.0	5.0%	903.13	902.84	0.17	0.46	903.51	903.33	0.17	0.34	903.88	903.63	0.17	0.42	0.00%	903.51	903.27	0.17	0.40	903.13	902.82	0.17	0.48	902.0	5.0%	1.50%
162+50.00	1.50%	902.0	5.0%	903.13	902.66	0.17	0.64	903.51	903.35	0.17	0.32	903.88	903.63	0.17	0.42	0.00%	903.51	903.27	0.17	0.40	903.13	902.52	0.17	0.78	902.0	5.0%	1.50%
163+00.00	1.50%	902.0	5.0%	903.13	902.94	0.17	0.36	903.51	903.34	0.17	0.33	903.88	903.64	0.17	0.41	0.00%	903.51	903.28	0.17	0.39	903.13	902.84	0.17	0.46	902.0	5.0%	1.50%
163+50.00	1.50%	902.0	5.0%	903.13	902.95	0.17	0.35	903.51	903.33	0.17	0.34	903.88	903.63	0.17	0.42	0.00%	903.51	903.29	0.17	0.38	903.13	902.83	0.17	0.47	902.0	5.0%	1.50%
164+00.00	1.50%	902.0	5.0%	903.13	902.96	0.17	0.34	903.51	903.34	0.17	0.33	903.88	903.64	0.17	0.41	0.00%	903.51	903.31	0.17	0.36	903.13	902.85	0.17	0.45	902.0	5.0%	1.50%
164+50.00	1.50%	902.1	4.3%	903.13	902.74	0.17	0.56	903.51	903.36	0.17	0.31	903.88	903.65	0.17	0.40	0.00%	903.51	903.31	0.17	0.36	903.13	902.66	0.17	0.64	902.0	5.0%	1.50%
165+00.00	1.50%	902.0	4.8%	903.13	903.02	0.17	0.28	903.51	903.39	0.17	0.28	903.88	903.65	0.17	0.40	0.00%	903.51	903.33	0.17	0.34	903.13	902.64	0.17	0.66	902.0	5.0%	1.50%
165+50.00	1.50%	902.1	4.4%	903.13	903.05	0.17	0.25	903.51	903.41	0.17	0.26	903.88	903.67	0.17	0.38	0.00%	903.51	903.33	0.17	0.34	903.13	902.82	0.17	0.48	902.0	5.0%	1.50%
166+00.00	1.50%	902.0	4.8%	903.13	903.05	0.17	0.25	903.51	903.42	0.17	0.25	903.88	903.69	0.17	0.36	0.00%	903.51	903.30	0.17	0.37	903.13	902.85	0.17	0.45	902.0	5.0%	1.50%
166+50.00	1.50%	902.0	5.0%	903.13	902.72	0.17	0.58	903.51	903.40	0.17	0.27	903.88	903.66	0.17	0.39	0.00%	903.51	903.29	0.17	0.38	903.13	902.61	0.17	0.69	902.0	5.0%	1.50%
167+00.00	1.50%	902.0	5.0%	903.13	903.02	0.17	0.28	903.51	903.37	0.17	0.30	903.88	903.61	0.17	0.44	0.00%	903.51	903.28	0.17	0.39	903.13	902.81	0.17	0.49	902.0	5.0%	1.50%
167+50.00	1.50%	902.0	5.0%	903.13	903.02	0.17	0.28	903.51	903.37	0.17	0.30	903.88	903.62	0.17	0.43	0.00%	903.51	903.28	0.17	0.39	903.13	902.84	0.17	0.46	902.0	5.0%	1.50%
168+00.00	1.50%	902.0	5.0%	903.13	903.00	0.17	0.30	903.51	903.38	0.17	0.29	903.88	903.63	0.17	0.42	0.00%	903.51	903.28	0.17	0.39	903.13	902.89	0.17	0.41	902.0	5.0%	1.50%
168+50.00	1.50%	902.1	4.4%	903.13	903.01	0.17	0.29	903.51	903.38	0.17	0.29	903.88	903.61	0.17	0.44	0.00%	903.51	903.28	0.17	0.39	903.13	902.89	0.17	0.41	902.1	4.8%	1.50%
169+00.00	1.50%	902.1	4.4%	903.13	902.95	0.17	0.35	903.51	903.35	0.17	0.32	903.88	903.60	0.17	0.45	0.00%	903.51	903.27	0.17	0.40	903.13	902.70	0.17	0.60	902.0	5.0%	1.50%
169+50.00	1.50%	TAXIWAY C4		903.13	902.96	0.17	0.34	903.51	903.35	0.17	0.32	903.88	903.63	0.17	0.42	0.00%	903.51	903.26	0.17	0.41	903.13	902.71	0.17	0.59	902.0	5.0%	1.50%
170+00.00	1.50%	TAXIWAY C4		903.13	903.02	0.17	0.28	903.51	903.34	0.17	0.33	903.88	903.61	0.17	0.44	0.00%	903.51	903.34	0.17	0.33	903.13	902.71	0.17	0.59	902.0	5.0%	1.50%
170+25.80	1.50%	TAXIWAY C4		903.13	902.94	0.17	0.36	903.51	903.28	0.17	0.39	903.88	903.55	0.17	0.50	0.00%	903.51	903.27	0.17	0.40	903.13	902.87	0.17	0.43	902.0	5.0%	1.50%

★ SHOULDER SLOPE FROM EDGE OF PAVEMENT TO MATCH LINE AT 70 FEET FROM CENTERLINE INCLUDES A 0.125-INCH DROPOFF AT EDGE OF PAVEMENT.
SHOULDER SLOPES BETWEEN STA. 150+00 AND 170+50, 70 FEET RIGHT OF CENTERLINE SHALL BE 5.0% MAXIMUM, THEN MATCH EXISTING TURF ELEVATION AT 75 FEET RIGHT PER LANDSCAPING PLAN.
SHOULDER SLOPES BETWEEN STA. 161+00 AND 168+00, 70 FEET LEFT OF CENTERLINE SHALL BE 5.0% MAXIMUM, THEN MATCH EXISTING TURF ELEVATION AT 75 FEET LEFT PER LANDSCAPING PLAN.

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

BITUMINOUS MILLING, OVERLAY AND SHOULDER GRADE TABLE - SHEET 2

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DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 31 OF 31 SHEETS

XREF DWG: CMT NCS TB.dwg
IMAGE FILES: DTMA Logo-black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:20:14 AM
FILE: K:\DekalbAp\200248\02-00_ResurfaceRwy2-20\Draw\Sheets\200248 02 - Grade Table - 2.dwg

June 5, 2020

Mr. Alan Mlacnik, P.E., Chief Engineer
Illinois Department of Transportation
Division of Aeronautics
One Langhorne Bond Drive Capital Airport
Springfield, Illinois 62707-8415

Attn: Mr. Joe Staats, P.E.
Assistant Airport Design Engineer

Re: 20024802.00 *DeKalb Taylor Municipal Airport*
DeKalb, Illinois
IL Project: DKB-4800
SBG Project No. 3-17-SBGP-156/TBD
Resurface Runway 2-20
Final (100%) Design Submittal

Dear Joe:

Transmitted herewith for review by the Division, please find one copy of the Final (100%) Construction Plans (11x17), Special Provisions, Project Certification (Attachment N), Engineer's Opinion of Probable Project Cost, Estimate of DBE Participation, and Engineer's Opinion of Contract Time for the above referenced project. It is our intent to advertise this project for bid on the July 31, 2020 IDOT Letting.

Should you have any questions or require additional information, please contact our office.

Sincerely,

CRAWFORD, MURPHY & TILLY, INC.

Matthew N. Demos, P.E.
Senior Project Engineer/Manager

Encl.
copy: DKB – Renee Riani
CMT – DJK, File

ATTACHMENT N

PROJECT CERTIFICATION

Airport: DeKalb Taylor Municipal

Letting Date: July 31, 2020
IL Project No.: DKB-4800
Federal Project No.: 3-17-SBGP-156/TBD
Contract No: DK061

Project Description: Resurface Runway 2-20

Pursuant to Federal Aviation Regulations, Part 152, as amended, and as a condition to receiving any Federal and/or State financial assistance through a Grant Offer from the FAA and/or the State of Illinois - Department of Transportation for the proposed airport development project, it is hereby represented, to the best of our knowledge, information, and belief that:

1. The Consultant has been selected to provide the necessary professional services for the project described herein and identified in the Professional Services Request For Qualifications (RFQ). Selection Date (Required): July 10, 2017 Copy of Retainer attached (ATTACHMENT U).
2. Project is clearly delineated on the currently approved Airport Layout Plan. Approval Date (Required): July 9, 2018 .
3. Project is environmentally cleared. [X] CatEx [ ] EA [ ] EIS [ ] FONSI Approval Date (Required): December 5, 2019
4. All Corps/EPA permits and other regulatory agency reviews/approvals/mitigation have been satisfied and there are no known encumbrances to the completion of the project. [X] Yes [ ] No.
5. Plans were prepared in accordance with FAA approved standards and advisory circulars; and, the specifications were prepared in accordance with the FAA approved *Illinois Standard Specifications For Construction Of Airports*, along with the Division of Aeronautics' most current Policy Memorandums and "Handout" Specifications, except as noted by attached Modification of Standards (MOS) which has been addressed and justified in the engineering report and submitted to and approved by the FAA and Engineer of Design. [X] Yes [ ] No. Approval Date of MOS (If applicable): _____
6. The design conforms to the approved project scope. [X] Yes [ ] No.
7. Provisions have been included for safety during construction (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction). [X] Yes [ ] No.
8. The plans, special provisions and quantities have been thoroughly checked in accordance with best management practices by the Consultant for accuracy and consistency, and are in conformance with AC 150/5300-13 (latest edition). All contract deliverables referenced in Section I.F. DELIVERABLES have been submitted, received and determined acceptable. [X] Yes [ ] No.

Date June 5, 2020 By: Matthew N. Dennis, P.E.
Design Engineer (Consultant)

Date June 5, 2020 By: _____
Sponsor

Date _____ By: _____ P.E.
Department Design Engineer

Date _____ By: _____ P.E.
Engineer of Design

FINAL (100%) ENGINEER'S OPINION OF PROBABLE CONTRACT TIME

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS

RESURFACE RUNWAY 2-20

ILLINOIS PROJECT NO.: DKB-4800
SBG PROJECT NO.: 3-17-SBGP-156/TBD

June 5, 2020

ITEM	DESCRIPTION	ESTIMATED QUANTITY					UNIT	ESTIMATED PRODUCTION RATES AND CONTRACT TIME			
		WORK AREA 1A	WORK AREA 1B	WORK AREA 2A	WORK AREA 2B	TOTAL		WORK AREA 1A 22 WORK DAYS (301 HRS) (7AM - 9PM)	WORK AREA 1B 8 WORK DAYS (107 HRS) (7AM - 9PM)	WORK AREA 2A 5 WORK DAYS (59 HRS) (7AM - 9PM) (NOTE 3)	WORK AREA 2B 2 WORK DAYS (20 HRS) (7AM - 9PM) (NOTE 3)
AR125941	ADJUST STAKE MOUNTED LIGHT	61	24	-	-	85	EACH	(NOTE 1)	(NOTE 1)	-	-
AR125942	ADJUST BASE MOUNTED LIGHT	12	4	-	-	16	EACH	(NOTE 1)	(NOTE 1)	-	-
AR125946	ADJUST SPLICE CAN	4	2	-	-	6	EACH	(NOTE 1)	(NOTE 1)	-	-
AR150510	ENGINEER'S FIELD OFFICE	1	-	-	-	1	LS	(NOTE 1)	-	-	-
AR150520	MOBILIZATION	1	-	-	-	1	LS	(NOTE 1)	-	-	-
AR152480	SHOULDER ADJUSTMENT	26,460	7,000	-	-	33,460	SY	(NOTE 1)	(NOTE 1)	-	-
AR156520	INLET PROTECTION	8	4			12	EACH	(NOTE 1)	(NOTE 1)	-	-
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	5,400	1,600	-	-	7,000	LF	(NOTE 1)	(NOTE 1)	-	-
AR201663	SAND MIX CRACK REPAIR	1100	300	-	-	1,400	LF	(NOTE 1)	(NOTE 1)	-	-
AR401610	BITUMINOUS SURFACE COURSE	7,940	2,480			10,420	TON	100 TON/HOUR = 80 HRS	100 TON/HOUR = 25 HRS	-	-
AR401620	BIT. SURFACE COURSE, LEVELING	10,830	3,180			14,010	TON	100 TON/HOUR = 109 HRS	100 TON/HOUR = 32 HRS	-	-
AR401630	BITUMINOUS SURFACE TEST SECTION	1	-	-	-	1	EACH	36 HRS (NOTE 4)	-	-	-
AR401640	BITUMINOUS PAVEMENT GROOVING	-	-	48,673	14,621	63,294	SY	-	-	1,100 SY/HOUR = 45 HRS	1,100 SY/HOUR = 14 HRS
AR401650	BITUMINOUS PAVEMENT MILLING	50,843	27,222	-	-	78,065	SY	860 SY/HOUR = 59 HRS (USE 51) (NOTE 2)	860 SY/HOUR = 32 HRS	-	-
AR401655	BUTT JOINT CONSTRUCTION	950	3,160	-	-	4,110	SY	400 SY/HOUR = 3 HRS	400 SY/HOUR = 8 HRS	-	-
AR401900	REMOVE BITUMINOUS PAVEMENT	50	-	-	-	50	SY	(NOTE 1)	-	-	-
AR401915	REM & REP BIT PAVEMENT - TYPE A	400	100	-	-	500	SY	(NOTE 1)	-		
AR401916	REM & REP BIT PAVEMENT - TYPE B	80	20	-	-	100	SY	(NOTE 1)	-		
AR603510	BITUMINOUS TACK COAT	20,070	6,270	-	-	26,340	GAL	(NOTE 1)	(NOTE 1)	-	-
AR620520	PAVEMENT MARKING - WATERBORNE	62,920 (1ST COAT)	28,800 (1ST COAT)	62,120 (2ND COAT)	28,800 (2ND COAT)	91,720	SF	2,900 SF/HOUR = 22 HRS	2,900 SF/HOUR = 10 HRS	5,000 SF/HOUR = 14 HRS	5,000 SF/HOUR = 6 HRS
AR705944	ADJUST UNDERDRAIN CLEANOUT	20	12	-	-	32	EACH	(NOTE 1)	(NOTE 1)	-	-
AR751943	ADJUST MANHOLE	1	-	-	-	1	EACH	(NOTE 1)	-	-	-
AR901510	SEEDING	5.5	1.5			7.0	ACRE	(NOTE 1)	(NOTE 1)	-	-
AR908515	HEAVY-DUTY HYDRAULIC MULCH	5.5	1.5			7.0	ACRE	(NOTE 1)	(NOTE 1)	-	-
						TOTAL ESTIMATED WORKING HOURS =		301	107	59	20
						TOTAL ESTIMATED WORK DAYS =		22	7	5	2
						TOTAL ESTIMATED CALENDAR DAYS =		45	14	5 (NOTE 5)	2 (NOTE 5)

NOTES :

(1) ITEM IS ASSUMED NON-CONTROLLING
(2) MILLING ASSUMED CONTROLLING FOR ONLY 51 HOURS PRIOR TO PAVING OPERATIONS
(3) MINIMUM 30-DAY SUSPENSION OF WORK AFTER COMPLETION OF PAVING FOR CURE TIME PRIOR TO GROOVING
(4) WORK INCLUDES TEST SECTION AND MISCELLANEOUS PRE-CONSTRUCTION FIELD WORK
(5) NO CALENDAR DAYS ADDED HERE, AS WORK MUST BE COMPLETED IN CONSECUTIVE WORK/CALENDAR DAYS

ANTICIPATED START DATE :	May 3, 2021
TOTAL CALENDAR DAYS (WORK AREA 1A) :	45
TOTAL CALENDAR DAYS (WORK AREA 1B) :	0 (COMPLETE DURING 1A)
30 CALENDAR DAY PAUSE FOR BITUMINOUS CURING :	0 (TIME SUSPENDED)
TOTAL CALENDAR DAYS (WORK AREA 2A) :	5
TOTAL CALENDAR DAYS (WORK AREA 2B) :	0 (COMPLETE DURING 2A)
TOTAL CALENDAR DAYS (CHARGED) :	50
ANTICIPATED COMPLETION DATE :	July 22, 2021 (INCLUDES 30-DAY PAUSE)

FINAL (100%) ENGINEER'S OPINION OF PROBABLE PROJECT COST

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS

RESURFACE RUNWAY 2-20

ILLINOIS PROJECT NO.: DKB-4800
SBG PROJECT NO.: 3-17-SBGP-156/TBD

June 5, 2020

ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT PRICE	ESTIMATED TOTAL COST
AR125941	ADJUST STAKE MOUNTED LIGHT	EACH	85	$450.00	$ 38,250.00
AR125942	ADJUST BASE MOUNTED LIGHT	EACH	16	$1,000.00	$ 16,000.00
AR125946	ADJUST SPLICE CAN	EACH	6	$750.00	$ 4,500.00
AR150510	ENGINEER'S FIELD OFFICE	LS	1	$24,000.00	$ 24,000.00
AR150520	MOBILIZATION	LS	1	$248,197.91	$ 248,197.91
AR152480	SHOULDER ADJUSTMENT	SY	33,460	$8.25	$ 276,045.00
AR156520	INLET PROTECTION	EACH	12	$250.00	$ 3,000.00
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	7,000	$4.00	$ 28,000.00
AR201663	SAND MIX CRACK REPAIR	LF	1,400	$25.00	$ 35,000.00
AR401610	BITUMINOUS SURFACE COURSE	TON	10,420	$100.00	$ 1,042,000.00
AR401620	BITUMINOUS SURFACE COURSE, LEVELING	TON	14,010	$100.00	$ 1,401,000.00
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	$25,000.00	$ 25,000.00
AR401640	BITUMINOUS PAVEMENT GROOVING	SY	63,294	$4.50	$ 284,823.00
AR401650	BITUMINOUS PAVEMENT MILLING	SY	78,065	$4.75	$ 370,808.75
AR401655	BUTT JOINT CONSTRUCTION	SY	4,110	$8.00	$ 32,880.00
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	50	$75.00	$ 3,750.00
AR401915	REM & REP BIT PAVEMENT - TYPE A	SY	500	$135.00	$ 67,500.00
AR401916	REM & REP BIT PAVEMENT - TYPE B	SY	100	$155.00	$ 15,500.00
AR603510	BITUMINOUS TACK COAT	GAL	26,340	$2.00	$ 52,680.00
AR620520	PAVEMENT MARKING - WATERBORNE	SF	91,720	$3.50	$ 321,020.00
AR705944	ADJUST UNDERDRAIN CLEANOUT	EACH	32	$725.00	$ 23,200.00
AR751943	ADJUST MANHOLE	EACH	1	$675.00	$ 675.00
AR901510	SEEDING	ACRE	7.0	$5,000.00	$ 35,000.00
AR908510	HEAVY DUTY HYDRAULIC MULCH	ACRE	7.0	$5,500.00	$ 38,500.00
				TOTAL ESTIMATED CONSTRUCTION COST =	**$ 4,387,329.66**
				ESTIMATED DESIGN PHASE ENGINEERING SERVICES =	**$ 225,000.00**
				ESTIMATED CONSTRUCTION PHASE ENGINEERING SERVICES =	**$ 270,000.00**
				SPECIAL SERVICES =	**$ 4,800.00**
				FAA FLIGHT CHECK =	**$ 10,000.00**
				NPDES PERMIT =	**$ 750.00**
				TOTAL ESTIMATED PROJECT COST =	**$ 4,897,129.66**
				OP&P PROGRAM LETTER (DATED 8/1/19) =	**$ 4,897,778.00**

FINAL (100%) ENGINEER'S OPINION OF PROBABLE DBE PARTICIPATION

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS

RESURFACE RUNWAY 2-20

ILLINOIS PROJECT NO.: DKB-4800
SBG PROJECT NO.: 3-17-SBGP-156/TBD

June 5, 2020

				ENGINEER'S ESTIMATE		DBE PARTICIPATION	
ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNIT	ESTIMATED UNIT PRICE	ESTIMATED COST	EST. DBE PART. (%)	EST. VALUE OF DBE PART.
AR125941	ADJUST STAKE MOUNTED LIGHT	85	EACH	$450.00	$38,250.00		$0.00
AR125942	ADJUST BASE MOUNTED LIGHT	16	EACH	$1,000.00	$16,000.00		$0.00
AR125946	ADJUST SPLICE CAN	6	EACH	$750.00	$4,500.00		$0.00
AR150510	ENGINEER'S FIELD OFFICE	1	LS	$24,000.00	$24,000.00		$0.00
AR150520	MOBILIZATION	1	LS	$248,197.91	$248,197.91		$0.00
AR152480	SHOULDER ADJUSTMENT	33,460	SY	$8.25	$276,045.00		$0.00
AR156520	INLET PROTECTION	12	EACH	$250.00	$3,000.00	100%	$3,000.00
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	7,000	LF	$4.00	$28,000.00		$0.00
AR201663	SAND MIX CRACK REPAIR	1,400	LF	$25.00	$35,000.00		$0.00
AR401610	BITUMINOUS SURFACE COURSE	10,420	TON	$100.00	$1,042,000.00		$0.00
AR401620	BIT. SURFACE COURSE, LEVELING	14,010	TON	$100.00	$1,401,000.00		$0.00
AR401630	BITUMINOUS SURFACE TEST SECTION	1	EACH	$25,000.00	$25,000.00		$0.00
AR401640	BITUMINOUS PAVEMENT GROOVING	63,294	SY	$4.50	$284,823.00		$0.00
AR401650	BITUMINOUS PAVEMENT MILLING	78,065	SY	$4.75	$370,808.75		$0.00
AR401655	BUTT JOINT CONSTRUCTION	4,110	SY	$8.00	$32,880.00		$0.00
AR401900	REM & REP BIT PAVEMENT - TYPE A	50	SY	$75.00	$3,750.00		$0.00
AR401915	REM & REP BIT PAVEMENT - TYPE B	500	SY	$135.00	$67,500.00		$0.00
AR401916	REMOVE BITUMINOUS PAVEMENT	100	SY	$155.00	$15,500.00		$0.00
AR603510	BITUMINOUS TACK COAT	26,340	GAL	$2.00	$52,680.00		$0.00
AR620520	PAVEMENT MARKING - WATERBORNE	91,720	SF	$3.50	$321,020.00	100%	$321,020.00
AR705944	ADJUST UNDERDRAIN CLEANOUT	32	EACH	$725.00	$23,200.00		$0.00
AR751943	ADJUST MANHOLE	1	EACH	$675.00	$675.00		$0.00
AR901510	SEEDING	7.0	ACRE	$5,000.00	$35,000.00	100%	$35,000.00
AR908510	HEAVY-DUTY HYDRAULIC MULCH	7.0	ACRE	$5,500.00	$38,500.00	100%	$38,500.00
				TOTAL ESTIMATED CONSTRUCTION COST =	**$4,387,329.66**	**DBE =**	**$397,520.00**
				ESTIMATED DBE PARTICIPATION =	**9.1%**		

SECTION III

Special Provisions

for

RESURFACE RUNWAY 2-20

ILLINOIS PROJECT: DKB-4800
S.B.G. PROJECT: 3-17-SBGP-156/TBD

at

DEKALB TAYLOR MUNICIPLAN AIRPORT
DEKALB, ILLINOIS

JUNE 5, 2020



EXP. 11/30/21

Prepared By:

CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
550 N. COMMONS DRIVE, SUITE 116
AURORA, ILLINOIS 60504
http://www.cmtengr.com

CMT

200248-02

GENERAL

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, Division of Aeronautics for the construction of the subject project at the DeKalb Taylor Municipal Airport, DeKalb, Illinois.

GOVERNING SPECIFICATIONS AND RULES AND REGULATIONS

The "Illinois Standard Specifications for Construction of Airports", dated April 1, 2012, State of Illinois Department of Transportation, Division of Aeronautics shall govern the project except as otherwise noted in these Special Provisions. In cases of conflict with any part or parts of said specifications, the said Special Provisions shall take precedence and shall govern. When noted within the Special Provisions, the Illinois Department of Transportation "Standard Specifications for Road and Bridge Construction", Adopted April 1, 2016, shall also apply.

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DIVISION I – GENERAL PROVISIONS

SECTION 40 – SCOPE OF WORK

40-05 MAINTENANCE OF TRAFFIC

ADD:

The Contractor shall be responsible for cleaning and maintaining all haul roads and use a pick-up type sweeper on all pavements and adjacent roadways utilized in hauling operations when material is tracked onto said pavement. **The Contractor shall have a sweeper on site and maintain all pavements clear of dirt and debris at all times or as requested by the Resident Engineer.** If the Contractor fails to comply with the Standard Specifications, Contract Plans or these Special Provisions concerning traffic control, the Resident Engineer shall execute such work as may be deemed necessary to correct deficiencies and the cost thereof shall be deducted from compensation due or which may become due the Contractor under the contract. The Contractor shall be responsible for supplying, maintaining and moving all barricades required for construction. The cost thereof shall not be paid for separately but shall be considered incidental to the contract unit prices.

The Airport Manager, following consultation with the Resident Engineer, will give proper notice to the nearest Flight Service Station and the Airways Facilities Chief of the Federal Aviation Administration prior to the beginning of construction. The Contractor shall furnish a flagger in radio control with the Air Traffic at any time the active taxiways or airfield pavement are crossed or used for a haul road. The Contractor shall supply his own radios. The cost thereof shall not be paid for separately but shall be considered incidental to the contract unit prices.

The Contractor shall not be entitled to any extra compensation due to delays or inconveniences caused by said necessary methods, procedures, and measures to protect air traffic.

The Airport Manager shall retain the authority to change the phasing of the work and/or the sequence of construction.

The Contractor shall not have access to any part of the active airfield (runway, taxiway or apron) for all equipment or personnel without the approval of the Airport Manager or the Airport Manager's authorized representative coordinated through the Resident Engineer.

40-09 AIRPORT OPERATIONS DURING CONSTRUCTION

ADD:

a. Construction Activity and Aircraft Movements

For construction activity to be performed in areas other than active operational areas, the storage and parking of equipment and materials, when not in use or about to be installed, shall not encroach upon active operational areas. In protecting operational areas, the minimum clearances maintained for runways shall be in conformance with Part 77 of the Federal Aviation Regulations.

All construction operations shall conform to the plans and in accordance with AC 150/5370-2 (Latest Edition) Operational Safety on Airports during Construction.

b. Limitations on Construction

(1) Open flame welding or torch cutting operations shall be prohibited, unless adequate fire and safety precautions are provided.

(2) Open trenches, excavations and stockpiled material near any pavements shall be prominently marked with red flags and lighted by light units during hours of restricted visibility and/or darkness.

(3) Stockpiled material shall be constrained in a manner to prevent movement resulting from aircraft blast or wind conditions.

(4) The use of explosives shall be prohibited.

(5) Burning shall not be allowed.

c. Debris

Waste and loose material capable of causing damage to aircraft landing gears, propellers, or being ingested in jet engines shall not be placed on active aircraft movement areas. Material tracked on these areas shall be removed continuously during the work. The Contractor shall provide garbage cans in employee parking areas and storage areas for debris.

SECTION 50 – CONTROL OF WORK

50-06 CONSTRUCTION LAYOUT

RESPONSIBILITY OF THE RESIDENT ENGINEER

DELETE:

Paragraphs A and B and replace with the following:

A. The Resident Engineer will locate and reference three (3) control points within the limits of the project.

A benchmark has been established along the project outside of construction lines.

ADD:

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

RESPONSIBILITY OF THE CONTRACTOR

ADD:

H. The Contractor shall immediately notify the Resident Engineer of conflicts or discrepancies with the established control points.

I. Construction layout shall not be paid for separately but shall be considered incidental to the pay item for which the layout is required.

50-10 INSPECTION OF WORK

ADD:

The Contractor shall provide portable flood lighting for nighttime construction. Sufficient units shall be provided so that work areas are illuminated to a level of five horizontal foot candles. The lighting levels shall be calculated and measured in accordance with the current standards of the Illumination Engineering Society. Lights shall be positioned so as not to interfere with Airport operations.

50-12 LOAD RESTRICTIONS

ADD:

Access to the construction work area is limited to the haul routes as shown in the plans. The use of existing airfield pavements by the Contractor's construction traffic, including all haul traffic, is limited to the hauling routes shown in the plans. Use of existing airfield pavement other than as shown in the plans is prohibited. **Any damage to existing airfield pavement due to construction traffic operating within or beyond the approved work limits, hauling within or outside of the approved haul/access routes and construction traffic operating in prohibited areas shall be repaired by the Contractor at his own expense to the satisfaction of the Owner.**

Contractor shall obtain written permission from the Airport Owner to use any airfield pavements.

The Contractor shall not be allowed to use FAA access roads at any time.

50-16 FINAL INSPECTION

ADD:

All work on the punch list shall be considered part of the contract and shall be considered incidental to the completion of the contract. If the Contractor believes that an item listed on the punch list is beyond the scope of the contract, the Contractor shall notify the Engineer in writing prior to commencing work on the punch list item in question. Any punch list items completed by the Contractor without such written notification shall be considered incidental to the contract and shall not be eligible for payment unless determined otherwise by the Engineer and Owner.

50-18 PLANS AND WORK DRAWINGS

DELETE:

References to "approval" in first paragraph and replace with "review".

REVISE the fifth paragraph to read:

Shop drawings submitted by the Contractor for materials and/or equipment to be provided as a part of the contract shall be reviewed by the Project Engineer for substantial conformance of said materials and/or equipment, to contract requirements. Shop drawings shall be fully descriptive, complete and of sufficient detail for ready determination of compliance.

REVISE the last paragraph to read:

The following information shall be clearly marked on each shop, working, and layout drawing, catalog cut, pamphlet specifications sheet, etc., submitted.

PROJECT LOCATION:	**DeKalb Taylor Municipal Airport**
PROJECT TITLE:	**Resurface Runway 2-20**
PROJECT NUMBERS:	**IL Project: DKB-4800** **SBG Project: 3-17-SBGP-TBD**
CONTRACT ITEM:	**(i.e. AR620520 Pavement Marking - Waterborne**
SUBMITTED BY:	**(Contractor/Subcontractor Name)**
DATE:	**(Date Submitted)**

SECTION 60 – CONTROL OF MATERIALS

60-01 SOURCE OF SUPPLY AND QUALITY REQUIREMENTS

ADD: After the last paragraph

The Contractor shall certify all materials contained in the contract. Certification documentation shall be submitted to the Engineer. It shall be the sole responsibility of the Contractor to ensure the delivery of adequate and accurate documentation prior to the delivery of the materials.

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

60-03 CERTIFICATION OF COMPLIANCE

ADD:

Additional requirements are specified in Section 60-11 Certification of Materials.

60-11 CERTIFICATION OF MATERIALS

ADD:

The Contractor shall certify all materials incorporated into the contract. Certification documentation shall be submitted to the Resident Engineer. It shall be the **sole** responsibility of the Contractor to ensure the submittal of adequate and accurate documentation in order to satisfy the contract material certification requirements **prior** to the delivery of the materials. Materials without certification or those with certification that demonstrates the materials do not meet the requirements of the plans and specifications shall be considered nonconforming and subject to the provisions of Section 50-02.

As a guide to the certification process and requirements, the Contractor shall use the Illinois Department of Transportation/Division of Aeronautics MANUAL FOR DOCUMENTATION OF AIRPORT MATERIALS dated April 1, 2010 or latest edition including any addendums. Copies of this manual are available by contacting The Division of Aeronautics – Construction Section at (217) 785-8500 or from their website at http://www.idot.illinois.gov/home/resources/Manuals/Manuals-and-Guides.

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

SECTION 70 – LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

70-17 CONTRACTOR'S RESPONSIBILITY FOR UTILITY SERVICE AND FACILITIES OF OTHERS

ADD:

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

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

It shall be the Contractor's responsibility to locate and protect all airport-owned utilities within the construction limits. This includes all electrical cables, storm sewer, drain tile, sanitary sewer and water main.

Special attention is necessary when working near FAA power and control cables. Any FAA utility that is damaged or cut during construction shall be repaired immediately. FAA requires that any damaged cable be replaced in its entirety, from power/control source to the equipment/service. Splices of any kind will not be permitted. Exposures of any FAA cables must be done by hand digging or hydro-excavation. No additional compensation will be made for locating, replacement or repair of FAA facilities or cables but, shall be incidental to the contract.

When FAA cables are required to be located, or the contractor is planning on working on or around FAA cables, conduits or equipment, a 10-working day advanced notice shall be given to the FAA before any such markings are required. Once FAA marks the cables, the contractor will be required to survey the FAA utilities so they can be replaced during construction without remarking by the FAA. This shall be incidental to the contract. The FAA personnel are only available from 9 am to 3 pm, Monday through Friday with advanced notice.

Should any utilities or cables require location, the following people shall be contacted:

DEKALB TAYLOR MUNICIPAL AIRPORT

Utility Service or Facility	Contact (Person)	Contact (Phone)
AT&T – Telephone Cables	J.U.L.I.E. (Joint Utility Locating Information for Excavators)	1-800-892-0123
ComEd - Electric Cables	J.U.L.I.E. (Joint Utility Locating Information for Excavators)	1-800-892-0123
NICOR - Gas Lines	J.U.L.I.E. (Joint Utility Locating Information for Excavators)	1-800-892-0123
FAA Control and Communication Cables	FAA Sector Office	1-630-587-7801

70-26 CONTRACTOR'S RESPONSIBILITY FOR SAFETY DURING CONSTRUCTION

ADD the following after Item D.:

E. Provide a safety officer/construction inspector trained in airport safety to monitor construction activities.

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

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

SECTION 80 – PROSECUTION AND PROGRESS

80-03 NOTICE TO PROCEED

ADD:

The Notice to Proceed will not be given until all materials are certified by the Contractor to be available and on hand and meeting the Buy American requirements per the Contract Documents.

The Contractor is required to provide a safety plan compliance document (SPCD). The SPCD shall be in conformance with the current edition of the FAA Advisory Circular 150/5370-2. The SPCD shall be submitted for review no later than the pre-construction meeting. The notice to proceed will not be issued until the SPCD is received and reviewed by the Airport.

80-05 LIMITATION OF OPERATIONS

ADD:

The Contractor shall not have access to any part of the active airfield (aprons, runways or taxiways) for any equipment or personnel without the prior approval of the Airport Manager.

80-07 TEMPORARY SUSPENSION OF THE WORK

REVISE the second paragraph to read:

In the event that the Contractor is ordered by the Engineer to suspend work for some unforeseen cause not otherwise provided for in the contract and over which the Contractor has no control, the Contractor may be reimbursed for actual money expended on the work during the period of shutdown. No allowance will be made for anticipated profits. The period of shutdown shall be computed from the effective date of the Engineer's order to suspend work to the effective date of the Engineer's order to resume the work. Claims for such compensation shall be filed with the Resident Engineer within the time period stated in the Engineer's order to resume work. The Contractor shall submit with his/her claim information substantiating the amount shown on the claim. The Resident Engineer will forward the Contractor's claim to the Division for their consideration in accordance with local laws or ordinances. No provision of this article shall be construed as entitling the Contractor to compensation for delays due to inclement weather, for suspension made at the request of the Engineer, or for any other delay provided for in the contract, plans, or specifications.

80-13 CONTRACTOR'S ACCESS TO AIRFIELD

ADD:

The Contractor shall not have access to any part of the active airfield pavements (runways, aprons, or taxiways, and associated safety areas) for any equipment or personnel without the approval of the Airport Manager. All access to active runway and taxiway pavements shall we coordinated with the Airport Manager. *Access to the referenced pavements without the Airport Manager's approval may result in a determination of an airfield incursion with associated fines.*

Unattended construction access and unauthorized access to the airfield shall be fined in accordance with the fines noted in the plans in the construction phasing notes. Gate guards shall have mobile telephone communications at all times, and shall be required to provide a daily visitor log to the airport at the weekly coordination meetings.

SECTION 90 – MEASUREMENT AND PAYMENT

90-05 PAYMENT FOR EXTRA AND FORCE ACCOUNT WORK

ADD the following to subsection B.7. Statements:

All statements of the cost of force account work shall be furnished to the Engineer not later than 60 days after completion of the force account work. If the statement is not received within the specified time frame, all demands for payment for the extra work are waived and the Division, Airport Owner and Local Sponsor are released from any and all such demands. It is the responsibility of the Contractor to ensure that all statements are received within the specified time regardless of the manner or method of delivery.

DIVISION II – PAVING CONSTRUCTION DETAILS

ITEM 150510 – ENGINEER'S FIELD OFFICE

150-2.1

REVISE:

Paragraph (G) to the following:

(G) One (1) electric water cooler dispenser capable of dispensing cold and hot water and a supply of water bottles as needed.

Paragraph (I) to the following:

(I) One (1) dry process copy machine (including maintenance and operating supplies) capable of both collating and reproducing prints up to a half size (11"X 17") and capable of copying field books.

ADD:

(N) One first-aid cabinet fully equipped.
(O) One (1) 800 Watt, 0.8 cubic foot microwave oven.
(P) One (1) Coffee Maker
(Q) Solid waste disposal consisting of two (2) 28-quart waste baskets and an outside trash container of sufficient size to accommodate a weekly provided pick-up service.
(R) One (1) internet access account for use by the Engineer with a minimum advertised download speed of up to 768 Kbps and a minimum advertised upload speed of up to 384 Kbps. The type of internet access chosen by the Contractor shall allow for simultaneous use of the internet connection, landline telephone, and facsimile machine. Any required modems, broadband cards or other equipment needed for connecting a desktop or laptop computer to the type of internet connection selected by the Contractor shall also be provided by the Contractor.

BASIS OF PAYMENT

150-3.1

DELETE the second sentence of the second paragraph of this section.

Payment will be made under:

ITEM AR150510 ENGINEER'S FIELD OFFICE – PER LUMP SUM.

ITEM 150520 – MOBILIZATION

BASIS OF PAYMENT

150-3.1

REVISE:

Paragraph (C) to the following:

C. When fifty percent of the original contract is earned, an additional 20 percent of the pay item will be paid.

ADD:

D. When 90 percent of the adjusted contract value is earned, an additional 15 percent of the pay item will be paid along with any bid amount in excess of six percent of the original contract amount up to 95% of the pay item.

E. The remaining 5 percent of the pay item will be paid upon final acceptance of the project by the Engineer. Final acceptance includes satisfactory completion of all punch list items in accordance with written instruction from the engineer as well as acceptance of all final documentation.

Payment will be made under:

ITEM AR150520 MOBILIZATION – PER LUMP SUM.

ITEM 152000 – EXCAVATION AND EMBANKMENT

DESCRIPTION

152-1.1

ADD:

This item shall consist of adjustment of filling or cutting of turf shoulders to the lines and grades as depicted in the plans. All topsoil or other fill materials used to adjust the shoulder shall be provided by the Contractor at no additional cost to the contract. The source of the fill materials shall be approved by the Engineer. All material brought to the site shall be documented as uncontaminated in accordance with the Clean Construction or Demolition Debris (CCDD) section below.

All excess material from all contract work shall be hauled offsite at no additional cost to the contract.

Compaction control tests shall be in accordance with ASTM D 1557 (Modified Proctor) for aircraft weights of 60,000 pounds or more.

152-1.2 CLASSIFICATION

DELETE the second, third and fourth paragraphs.

152-1.3 CLEAN CONSTRUCTION OR DEMOLITION DEBRIS

PROJECT CONDITIONS

Prior to bidding, the bidder shall make a site visit to become familiar with the current conditions. He shall also determine the accessibility and assess safety measures that will be necessary to perform the contract work.

Material Sampling and Analysis:

The Contractor shall provide his own sampling and analysis in compliance with applicable laws, prior to offsite disposal of all materials. This costs shall be borne by the Contractor at no additional expense to the Owner.

REGULATORY REQUIREMENTS

A. The Contractor shall comply with all applicable local, state and federal laws and regulations with regard to material removal, handling and disposal, and shall pay all assessed costs and fees.

B. The Contractor shall comply with the Illinois Environmental Protection Act, as amended by Public Act 096-1416 that was signed in to law on July 30, 2010, Public Act 097-0137 that was signed in to law on July 14, 2011, and all applicable amendments of the Illinois Environmental Protection Act.

SUBMITTALS

A. Contractor shall submit a Clean Construction or Demolition Debris (CCDD) & Soil Removal and Disposal Plan to the Engineer. Submit the following as a minimum:

1. A list of all construction or demolition debris anticipated to be generated requiring disposal.
2. The anticipated quantity (both in tons and in cubic yards) of construction or demolition debris to be disposed of and identification of disposal facility including address and contact information.
3. The anticipated quantity (both in tons and in cubic yards) of surplus soil to be disposed of, and identification of disposal facility including address and contact information.

CCDD testing shall be by the Contractor, as a minimum, the Contractor shall submit the following:

1. Proposed Testing Program to establish that the surplus soil is uncontaminated, for compliance with the requirements of the Illinois Environmental Protection Act. Include details of intended testing program, and rate of sampling (number of samples based on total quantity of surplus soil generated).
2. Credentials of the testing Lab that will perform the testing, and credentials of the Illinois Licensed Professional Engineer or Illinois Licensed Professional Geologist that will complete all required certification forms.
3. Results of the Proposed Testing Program.
4. If further CCDD testing is deemed necessary by the Contractor's chosen disposal facility, the Contractor shall complete this testing at no additional cost to the contract.

GENERAL

A. The following work shall be included:

1. Removal, handling and legal offsite disposal of all construction or demolition debris generated from all contract work, considering it to be clean construction or demolition debris (CCDD).
2. Removal, handling and legal offsite disposal of surplus soil generated from all contract work, considering it to be uncontaminated.
3. Debris and surplus soil disposal shall include any onsite drying of the material as required, so that the material will pass the paint-filter test as per Method 9095B in USEPA's publication SW 846, prior to transportation.
4. Any costs and fees for legally-permitted-facilities accepting clean construction or demolition debris (CCDD), and/or uncontaminated surplus soil.
5. Additional sampling and testing of surplus soil to establish that it is uncontaminated, and certification to that effect by an Illinois Licensed Professional Engineer or an Illinois Licensed Professional Geologist using Form LPC-663, both as required by law and as required by the site accepting the material.
6. Any other applicable work, costs and fees as required by local, state and federal laws.

MATERIAL CHARACTERIZATION FOR OFFSITE DISPOSAL

A. Costs for any and all testing, sampling, laboratory analysis or any other document that is required by the recipient of the material (disposal site) to establish that the material is uncontaminated, shall be borne by the Contractor at no additional expense to the Owner.

CONSTRUCTION METHODS

152-2.10 TOPSOIL

DELETE: The 5th paragraph of this section and REPLACE with:

Any excess excavation material shall be hauled offsite at no additional cost to the contract.

ADD:

Topsoil required for shoulder adjustment shall be provided by the Contractor at no additional cost to the contract.

152-2.15 DUST CONTROL WATERING

ADD:

This work shall consist exclusively of the control of dust resulting from construction operations and is not intended for use in the compaction of earth embankment.

Dust shall be controlled by the uniform application of sprinkled water and shall be applied as directed by the Resident Engineer, in a manner meeting his approval.

Dust control watering shall not be paid for separately, but shall be considered incidental to the contract.

METHOD OF MEASUREMENT

152-3.1

DELETE: This section.

152-3.2

DELETE: This section.

BASIS OF PAYMENT

152-4.1

DELETE: This section.

152-4.2

DELETE: This section.

152-4.3

DELETE: This section.

152-4.4

REPLACE: This section with the following:

Payment will be made at the contract unit price per square yard for "Shoulder Adjustment". This price shall be full compensation for furnishing offsite topsoil, offsite topsoil material testing/documentation as uncontaminated in accordance with CCDD, topsoil stripping, stockpiling and spreading, scarifying or disking existing shoulders excavation and for furnishing all materials, including any fill material required, labor, equipment, tools, and incidentals necessary to complete the item.

Clean Construction or Demolition Debris (CCDD) removal and disposal, topsoil placement, shoulder fill and embankment fill shall not be paid for separately, but shall be included in the unit bid price for "Shoulder Adjustment".

Payment will be made under:

ITEM AR152480 SHOULDER ADJUSTMENT – PER SQUARE YARD.

ITEM 156000 – EROSION CONTROL

DESCRIPTION

156-1.1

ADD:

The Contractor shall conduct his/her construction operations and install and maintain erosion control systems necessary in accordance with the Illinois Environmental Agency Publication "Standards and Specifications for Soil and Erosion and Sediment Control".

MATERIALS

156-2.4 TEMPORARY MULCH

ADD:

Temporary mulch shall be light-duty hydraulic mulch.

CONSTRUCTION METHODS

156-3.7 INLET PROTECTION

ADD:

Inlet filter sediment traps shall be placed in all proposed and existing inlets and catch basins as shown on the plans or as directed by the Resident Engineer.

156-3.8

ADD:

In the event that temporary erosion and pollution control measures are ordered by the Engineer due to the Contractor's negligence or carelessness, the work shall be performed by the Contractor at no additional cost to the Owner.

METHOD OF MEASUREMENT

156-4.2

DELETE: This section.

156-4.3

REVISE: This section to read:

Temporary Seeding shall not be measured for payment, but shall be considered incidental to the contract.

156-4.4

DELETE: This section.

BASIS OF PAYMENT

156-5.1

REVISE: This section to read:

Payment will be made at the contract unit price per each Inlet Protection. These prices shall be full compensation for furnishing all materials for all preparation and installation of these materials, including excavation, placement, tie-down stakes, staples, maintenance and removal and for all labor, equipment, tools, and incidentals necessary to complete these items.

Temporary seeding, stabilized construction entrances, ditch checks and temporary mulching and any other erosion control measures required at the Contractor's staging and storage areas and haul route shall not be measured for payment, but shall be considered incidental to the contract.

Payment will be made under:

ITEM AR156520 INLET PROTECTION – PER EACH.

ITEM 201661 – CLEAN & SEAL BITUMINOUS CRACKS

DESCRIPTION

201 1.1

ADD after the first sentence:

The cracks shall be as designated by the Resident Engineer or as detailed in the Plans.

BASIS OF PAYMENT

201-6.1

ADD:

Payment will be made under:

ITEM AR201661 CLEAN & SEAL BITUMINOUS CRACKS – PER LINEAR FOOT.

ITEM 201663 – SAND MIX CRACK REPAIR

DESCRIPTION

201-1.1

ADD:

Prior to starting crack repairs, the pavement shall be swept clean and a crack investigation of the pavement shall be completed by the Resident Engineer and the Contractor. Cracks of 1" minimum width that are identified to be repaired and approved as such by the Resident Engineer shall be cleaned and filled in accordance with the plan details item prior to placing tack coat and beginning paving operations. There is no guarantee, either expressed or implied, that the footage of cracks identified in the Plans will be repaired as part of the work.

Cracks to be repaired with sand mix shall be as designated by the Resident Engineer or as detailed on the plans.

BASIS OF PAYMENT

201-6.1

ADD:

Payment will be made under:

ITEM AR201663 SAND MIX CRACK REPAIR – PER LINEAR FOOT.

ITEM 401000 – BITUMINOUS SURFACE COURSE - SUPERPAVE (METHOD II)

(Central Plant Hot Mix)

DESCRIPTION

401-1.1

ADD: The following after the third paragraph of this section:

This project shall utilize Method II for the production, placement and acceptance of the bituminous surface course.

Where proposed grades permit after bituminous milling, the bituminous surface course required for the leveling course may be placed as the same lift as the nominal two (2) inch bituminous surface course overlay, but the total lift thickness shall not exceed three (3) inches and needs to be authorized by the Resident Engineer provided a continuous paving operation is maintained by the Contractor.

COMPOSITION

401-3.2 JOB MIX FORMULA

ADD: The following after the third paragraph of this section:

Table 1 Superpave Design Criteria for Aircraft over 60,000 pounds (Runway or Taxiway) shall apply.

401-3.4 TEST SECTION

ADD:

Tonnage required for the test section shall be limited to one two-inch lift, approximately 600 feet in length (300 feet to line out the plant and paving operations and 300 feet for the test section) by 12.5' wide. The area for the test section shall be at a location determined by the Resident Engineer to a depth of no more than two inches and bituminous surface course placed. This process shall suitably simulate the expected paving operations. Mixture left over shall be disposed of off Airport property, with the residual weight weighed and a ticket provided to the Resident Engineer.

CONSTRUCTION METHODS

401-4.12 JOINTS

ADD: The following as the sixth paragraph of this section:

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

401-4.14 SHAPING EDGES

ADD: The following as the second paragraph for this section:

All pavement edges, including pavement ends, must be left in proper alignment, as shown on the plans. This may be accomplished by a trimming method, or, at the Contractor's option, by sawing after the paving has been completed. No additional compensation will be made if the sawing method is used.

401-4.15 ACCEPTANCE TESTING OF HMA MIXES FOR DENSITY

DELETE: All references to Method I for quantities under 2,500 tons.

BASIS OF PAYMENT

401-6.1

Payment will be made under:

ITEM AR401610	**BITUMINOUS SURFACE COURSE – PER TON.**
ITEM AR401620	**BIT. SURFACE COURSE, LEVELING – PER TON.**
ITEM AR401630	**BITUMINOUS SURFACE TEST SECTION – PER EACH.**

ITEM 401640 – BITUMINOUS PAVEMENT GROOVING

DESCRIPTION

401-1.1 GENERAL

ADD:

Grooving shall be completed on Runway 2-20 and Runway 9-27 within the limits of new paved surfaces as shown in the plans.

CONSTRUCTION METHODS

401-3.1 CURE TIME

REPLACE this section with the following:

The new bituminous surface shall have cured a minimum of 30 calendar days prior to initiation of grooving operations unless otherwise authorized by the Engineer.

401-3.4 REMOVAL OF SLURRY

ADD:

Permanent pavement marking operations shall commence as soon as practicable after pavement grooving and cleanup. The Contractor shall make a concerted effort to provide a cleaned surface capable of supporting permanent pavement markings in as timely a manner as possible. Delays in cleanup could cause the runway to remain closed after the appointed closure window and associated liquidated damages.

At the Contractor's option, slurry may be stored on site at a location within the Contractor staging and storage area. The Contractor shall be allowed to construct a temporary washout pit in accordance with standard practices. A washout pit shall be allowed to be constructed at each staging area. The Contractor shall be required to remove the slurry for proper final disposal off Airport property within two business days to prevent waterfowl from being attracted to the area. No additional compensation for the excavation and restoration of the washout pit(s) shall be allowed.

BASIS OF PAYMENT

401-5.1

ADD:

Payment will be made under:

ITEM AR401640 BITUMINOUS PAVEMENT GROOVING – PER SQUARE YARD.

ITEM 401650 – BITUMINOUS PAVEMENT MILLING

DESCRIPTION

401-1.1

ADD:

The material removed shall be disposed of off airport property at no additional cost to the contract.

The Contractor shall set his milling depth appropriately to remove bituminous pavement to the depth noted in the Plans. Additional bituminous surface course required to fill improperly milled pavement shall not be paid for and the additional costs shall be borne by the Contractor. The milling depths are shown on the plans and is a nominal 2-inch depth. No extra compensation will be allowed for any variation in the pavement milling depths actually encountered.

CONSTRUCTION METHODS

401-3.1

ADD:

The existing pavement areas to be milled shall be milled in such a manner as to prevent damage to the adjacent structures and pavement. All edges adjacent to existing pavements shall be saw-cut full depth of the removal depth prior to removal as directed by the Engineer.

At the completion of milling and prior to paving, the Contractor shall provide to the Resident Engineer a survey of the milled surface and the required fill depths to the proposed final top of pavement per Section 50-06 Construction Layout Stakes, Responsibility of the Contractor – Item G.

BASIS OF PAYMENT

401-5.1

ADD:

Payment will be made under:

ITEM AR401650 BITUMINOUS PAVEMENT MILLING – PER SQUARE YARD.

ITEM 401655 – BUTT JOINT CONSTRUCTION

DESCRIPTION

401-1.1

ADD:

The material removed shall be disposed of off airport property at no additional cost to the contract.

The Contractor shall set his milling depth appropriately to provide for no more than the proposed thickness of new material to be placed on the milled surface. Additional bituminous surface course required to fill improperly milled pavement shall not be paid for and the additional costs shall be borne by the Contractor. The anticipated average depth of milling is from 0 to2 inches in depth. No extra compensation will be allowed for any variations in the butt joint construction depths actually encountered.

CONSTRUCTION METHODS

401-3.1

ADD:

The existing pavement areas to be milled shall be done in such a manner as to prevent damage to the adjacent structures and pavement. All edges adjacent to existing pavements shall be saw-cut full depth of the removal depth prior to removal as directed by the Engineer.

At the completion of milling and prior to paving, the Contractor shall provide to the Resident Engineer a survey of the milled surface and the required fill depths to the proposed final top of pavement.

BASIS OF PAYMENT

401-5.1

ADD:

Payment will be made under:

ITEM AR401655 BUTT JOINT CONSTRUCTION – PER SQUARE YARD.

ITEM 401900 – REMOVE BITUMINOUS PAVEMENT

DESCRIPTION

401-1.1

ADD: To the second sentence.

The type of material to be removed along with approximate typical pavement section is shown on the plans. Pavement structure information was taken from airport records, data supplied by airport personnel and soil borings. The Contractor shall verify the type and thickness of material to be removed. **No extra compensation will be allowed for any variations in the pavement sections actually encountered.**

Should the Contractor elect to remove the existing bituminous pavement by the milling method, at the Airport's discretion, some or all of the millings shall be stockpiled at the Airport for use on future projects. Should the Airport not elect to retain any portion of the millings, the Contractor shall dispose of the millings offsite at no additional cost to the contract. Pavement areas removed not by milling shall be disposed of offsite at no additional cost to the contract.

CONSTRUCTION METHODS

401-2.1

ADD:

Any damage to the pavement beyond the limits as shown on the plans shall be removed and replaced by the Contractor at his expense. These areas shall be saw cut to a uniform width.

METHOD OF MEASUREMENT

401-3.1

ADD:

If pavement or subgrade material is removed due to negligence on the part of the Contractor, the additional quantity of pavement removal and replacement of subgrade material will not be measured for payment.

BASIS OF PAYMENT

401-5.1

Payment will be made under:

ITEM AR401900 REMOVE BITUMINOUS PAVEMENT – PER SQUARE YARD.

ITEM 401915 AND ITEM 401916 – REMOVE AND REPLACE HMA PAVEMENT

DESCRIPTION

401915-1.1

This item shall consist of bituminous pavement removal and replacement for patches as described in the plans. Pavement removal and replacement quantities are estimated. The Resident Engineer shall lay out pavement removal and replacement areas in the field during construction. No adjustment in unit price will be allowed for an increase or decrease in quantities. The pavement shall be compacted in accordance with these specifications and shall conform to the lines, grades, thicknesses and typical sections as shown on the plans or as directed by the Resident Engineer.

Each course shall be constructed to the depth, section or elevation required to match the existing pavement structure and shall be rolled, finished and approved prior to the placement of the next course.

Removed material resulting from the removal and replacement operations shall be disposed of off Airport property by and at the expense of the Contractor.

MATERIALS

401915-2.1 SAND MIX CRACK REPAIR

The sand mix shall conform to the specifications of Section 201.

401915-2.2 BITUMINOUS SURFACE COURSE

The bituminous surface course shall conform to the specifications of Section 401.

401915-2.3 BITUMINOUS BASE COURSE

Not used.

401915-2.4 BITUMINOUS PRIME COAT

Not used.

401915-2.5 BITUMINOUS TACK COAT

The bituminous tack coat shall conform to the specifications of Section 603.

CONSTRUCTION METHODS

401915-3.1

The type of material to be removed along with approximate typical pavement section is shown on the plans and as follows:

TYPE A – Partial Depth: – 2' – 3' wide by 2" (minimum) depth bituminous pavement
TYPE B – Full Depth: 4' minimum (and varies) by 6" (average after milling) depth bituminous pavement

Pavement structure information was taken from airport records and data supplied by airport personnel. The Contractor shall verify the type and thickness of material to be removed. **No extra compensation will be allowed for any variations in the pavement sections actually encountered.**

401915-3.2

The proposed pavement replacement section shall be as specified herein. Tack coat shall be applied between each lift of asphalt and on all vertical faces of the patch area.

401915-3.3

The existing pavement areas to be removed shall be done in such a manner as to prevent damage to the adjacent pavements. All edges adjacent to existing pavements shall be saw-cut full depth prior to removal, as directed by the Resident Engineer.

Any damage to the pavement beyond the limits as shown on the plans or as directed by the Resident Engineer shall be removed and replaced by the Contractor at his expense. These areas shall be saw cut to a uniform width.

401915-3.4

Pavement replacement will be as detailed on the plans and constructed in accordance to the applicable Sections 401 and 603. The various materials required for pavement replacement shall be in accordance with the applicable portions of the Standard Specifications and these Special Provisions. Any damage to pavement beyond the limits as shown on the plans **shall be removed and replaced by the Contractor at his expense. These areas shall be saw cut to a uniform width.**

401915-3.5

Pavement Removal and Replacement shall be the removal of the existing pavements as shown on the plans or as directed by the Resident Engineer and the replacement pavement shall match the existing pavement thickness. The replacement pavement shall consist of bituminous surface course conforming to the specifications of Section 401. The maximum lift thickness shall be 3".

For full-depth patching, the existing aggregate base course shall be re-graded and compacted prior to the placement of the bituminous course. Cost of re-grading and re-compacting of the existing base shall be incidental to the pavement removal and replacement. Edges of the patched area that are damaged during the removal and replacement operations shall be sawed back and replaced at the Contractor's expense.

401915-3.6

The existing pavement that is removed shall be disposed of off Airport property. No additional compensation will be made for hauling and disposal of any of the removed material.

401915-3.7 ACCEPTANCE TESTING OF HMA MIXES FOR DENSITY.

After the completion of compaction, the pavement will be tested for acceptance by the Resident Engineer and accepted on the basis of percent air voids in the final compacted mat. The HMA course shall be compacted to a minimum density of 93 percent (7 percent air voids) and a maximum of 99 percent (1 percent air voids) of the Maximum Theoretical Specific Gravity (ASTM D 2041). If, during construction, the density test falls below 93 percent, additional approved rollers shall be required.

Failure to achieve density within these limits shall be cause for rejection of the material, as determined by the Division of Aeronautics.

One random nuclear density test shall be taken for Type A patching and one random nuclear density test shall be taken for Type B patching. Each nuclear density test shall be the average of five (5) nuclear tests taken as a cross-section of the pavement. The Resident Engineer shall have a nuclear gauge and qualified operator on the project when constructing this item for acceptance testing. The contractor shall have their own nuclear gauge and qualified operator onsite for quality control.

METHOD OF MEASUREMENT

401915-4.1

The area of pavement removal and replacement shall be measured by the number of square yards, satisfactorily removed, replaced and disposed of as shown on the plans or as directed by the Resident Engineer.

401915-4.2

If additional pavement, aggregate base or subgrade material is removed due to negligence on the part of the Contractor, the additional quantity of pavement removal and replacement of subgrade material will not be measured for payment.

401915-4.3

The pavement removal, bituminous surface course and bituminous tack coat **will not be measured separately** for payment, but will be considered incidental to REM & REP BIT PAVEMENT – TYPE A and Type B, per square yard.

BASIS OF PAYMENT

401915-5.1

Payment for REM & REP BIT PAVEMENT TYPE A and TYPE B shall be made at the contract unit price per square yard. This price shall include full compensation for sawing, removal, disposal, replacement of asphalt materials, compaction, tack coat, including furnishing all materials, labor, tools, testing, equipment and incidentals necessary to complete this item of work. For the purposes of payment, Type A pavement shall be partial depth (2" depth minimum – after milling). Type B pavement shall be full depth (6" average depth – after milling).

Any grading and recompacting of existing granular base course to proper grade shall not be paid for separately but shall be considered incidental to Remove & Replace Bituminous Pavement.

Payment will be made under:

ITEM AR401915 REM & REP BIT PAVEMENT – TYPE A – PER SQUARE YARD.
ITEM AR401916 REM & REP BIT PAVEMENT – TYPE B – PER SQUARE YARD.

ITEM 603 – BITUMINOUS TACK COAT

CONSTRUCTION METHODS

603-3.3

ADD: The following to the second paragraph:

Areas worn from hauling operations shall be re-tacked at no additional cost to the Contract.

BASIS OF PAYMENT

603-5.1

ADD:

Payment will be made under:

ITEM AR603510 BITUMINOUS TACK COAT – PER GALLON.

ITEM 620 – PAVEMENT MARKING

DESCRIPTION

620-1.1

ADD:

First coat of pavement markings (yellow and white) shall be placed in the areas to be grooved prior to reopening the Runway. First coat of pavement markings shall require reflective media.

Permanent markings (second coat) shall not be placed until after grooving operations are complete and the surface is clean and dry.

Black border shall be required for all permanent pavement markings. First coat of pavement markings shall not require black border.

MATERIALS

620-2.2 PAINT

ADD:

All paint shall be waterborne. The paint shall contain no lead, chromium, cadmium or barium.

CONSTRUCTION METHODS

620-3.3 PREPARATION OF SURFACE

ADD:

Existing markings to be re-painted shall be cleaned using sand blasting or high-pressure water or other methods as approved by the Engineer to remove dirt, grease, laitance, loose or flaking paint and any paint that is not bonding, at no additional cost to the contract. Markings shall be applied to the cleaned surface on the same calendar day. If this cannot be accomplished, the surface area shall be re-cleaned prior to applying the markings. No markings shall be placed until the Airport approves the cleaning.

620-3.9 CLEAN UP

ADD:

The Contractor shall remove from the work area all debris, waste, loose or un-adhered reflective media, and by-products generated by the surface preparation and application operations to the satisfaction of the Resident Engineer. The Contactor shall dispose of these wastes in strict compliance with all applicable state, local and federal environmental statutes and regulations.

METHOD OF MEASUREMENT

620-4.1

ADD:

The quantity of permanent markings to be paid for shall be the number of square feet of painting with the specified material **measured only once to apply two coats** in conformance with the specifications and accepted by the Engineer. Quantities will not be distinguished between different colors of paint. **Black paint required for borders shall be not measured for payment, but shall be considered incidental to pavement marking.**

For the opening of a runway after bituminous paving, pavement markings (first coat) shall not be measured separately but shall be included in the respective pay item. Two separate applications of markings are required for this project for the runway pavement marking and taxiway lead-in line pavement marking within the grooving limits, one application before grooving and second application after grooving.

BASIS OF PAYMENT

620-5.1

ADD:

Payment will be made under:

ITEM AR620520 PAVEMENT MARKING – WATERBORNE – PER SQUARE FOOT.

DIVISION IV – DRAINAGE

ITEM 705 – PIPE UNDERDRAINS FOR AIRPORTS

DESCRIPTION

705-1.1

ADD:

Specifically, this item consists of the adjustment of existing underdrain cleanouts as shown on the plans and details or as directed by the Engineer.

CONSTRUCTION METHODS

705-3.10 CLEANOUT ADJUSTMENT

ADD:

All adjustments to bring the existing underdrain cleanout castings and frames to match new turf grades shall be done by excavating around the cleanout to allow the manual adjustment (up or down) of the entire cleanout, including concrete encasement, to the required elevation and backfilling with aggregate or approved substitution material to ensure stability.

BASIS OF PAYMENT

705-5.1

ADD:

The accepted quantities for adjusted underdrain cleanouts will be paid for at the contract unit price per each, complete and in place. This price shall be full compensation for furnishing all materials and for all preparation, excavation, adjustment, and backfilling to complete the item as shown on the plans and as specified herein.

Payment will be made under:

ITEM AR705944 ADJUST UNDERDRAIN CLEANOUT – PER EACH.

ITEM 751 – MANHOLES, CATCH BASINS, INLETS AND INSPECTION HOLES

DESCRIPTION

751-1.1

ADD:

Specifically, this item consists of the adjustment of manholes as shown on the plans or as directed by the Engineer.

CONSTRUCTION METHODS

751-3.1 UNCLASSIFIED EXCAVATION

ADD:

(f) DEWATERING – The Contractor shall, at all times, provide and maintain in operation pumping and/or well point equipment for the complete dewatering of the excavation. No structure shall be permitted to be constructed in an excavated area in which any amount of water flows or is pooled.

751-3.11 MANHOLE ADJUSTMENT

All adjustments are to be made with precast concrete rings. All adjusting rings must be mortared together and must be mortared to the casting, as well as to the cone section or flat top of the structure. The maximum height of adjusting rings shall be eight (8) inches including existing rings for any inlet or manhole adjustment. The maximum number of rings in any structure is three. This may require the Contractor to remove existing rings and replace with larger rings.

At the Contractor's option and at no additional cost to the contract, cast or ductile iron adjusting or extension rings may be used for adjustments. No more than one adjusting or extension ring shall be allowed to be used. If an existing extension ring is already in place, it shall be removed and replaced with an appropriately sized ring.

The Contractor shall be responsible for field checking existing manhole configurations for the necessary adjustments.

BASIS OF PAYMENT

751-5.1

ADD:

Payment will be made under:

ITEM AR751943 ADJUST MANHOLE – PER EACH.

DIVISION V – TURFING

ITEM 901 – SEEDING

DESCRIPTION

901-1.1

ADD:

Restoration, seeding and mulching beyond the limits of seeding and mulching shown in the plans (such as around access roads, haul roads, staging areas and storage areas) shall be considered incidental to the contract.

MATERIALS

901-2.2 LIME

DELETE: Entire Section.

ADD:

The Contractor has the option to perform a soil test, at their expense, for the plan specified topsoil sources. If the Contractor proposes an application of lime, the proposal shall be approved by the Engineer. Lime, if used, shall be at no additional costs to the contract.

901-2.3 FERTILIZER

DELETE: The last paragraph and the fertilizer rate table.

ADD:

Fertilizer shall be applied at rates that supply the following amounts of nutrients per acre to the distributed areas of seeding:

NUTRIENTS	POUNDS PER ACRE
Nitrogen Fertilizer Nutrients	90
Phosphorus Fertilizer Nutrients	90
Potassium Fertilizer Nutrients	90
TOTAL	270

The Contractor has the option to perform a soil test, at their expense, to validate that the fertilizer rate specified is suitable for the on-site or plan specified topsoil sources. If the Contractor proposes an alternate mix ratio and weights, the proposal shall be approved by the Engineer. Alternate mix ratio and/or weights shall be at no additional costs to the contract.

CONSTRUCTION METHODS

901-3.2 DRY APPLICATION METHOD

DELETE: Paragraph C. Seeding

ADD:

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

The site will be to grade and shaped to the elevations as shown on the plans. The topsoil will be free of clods, stones, roots, sticks, rivulets, gullies, crusting, caking and have a soil particle size of no larger than 1". Seedbed preparation methods shall be approved by the Engineer. Cultivation shall be accomplished at such a time that seeding may occur immediately and without delay. No seeds shall be sown until the Seedbed has been approved by the Engineer.

No seed shall be sown during high winds or when the ground is not in a proper condition for seeding, nor shall any seed be sown until the purity test has been completed for the seeds to be used, and shows that the seed meets the noxious weed seed requirements. All equipment shall be approved by the Engineer prior to being used. Prior to starting work, seeders shall be calibrated and adjusted to sow seeds at the required seeding rate. Equipment shall be operated in a manner to ensure complete coverage of the entire area to be seeded. The Engineer shall be notified forty-eight (48) hours prior to beginning the seeding operations.

901-3.3 WET APPLICATION METHOD

DELETE: Entire Section.

METHOD OF MEASUREMENT

901-4.1

ADD:

Areas of seeding not showing a uniform stand of grass in density and color shall not be approved for payment. Such areas shall be reseeded to the Owner's satisfaction at the Contractor's cost.

BASIS OF PAYMENT

901-5.1

ADD: Payment will be made under:

ITEM AR901510 SEEDING – PER ACRE.

ITEM 905 – TOPSOILING

DESCRIPTION

905-1.1

ADD:

Topsoil required for shoulder adjustment shall be provided by the Contractor from an offsite source. The Contractor shall notify the Engineer in advance of hauling operations as to the source and quality of the proposed topsoil fill. Material provided shall be certified as clean and uncontaminated in accordance with Item 152 of these Special Provisions.

Topsoil fill shall be incorporated into the existing turf shoulder at the locations shown on the plans or as directed by the Resident Engineer and compacted in accordance with Item 152.

Costs for testing of the proposed topsoil material to show compliance with Section 905-2.1 shall be borne by the Contractor.

METHOD OF MEASURMENT

905-4.1

DELETE: This entire section.

905-4.2

DELETE: This entire section.

905-4.3

Topsoil required for shoulder adjustment or site restoration shall not be measured for payment.

BASIS OF PAYMENT

905-5.1

DELETE: This entire section.

ADD:

Topsoil required for shoulder adjustment will not be paid for and will be considered included in the costs for Item AR152480, Shoulder Adjustment.

ITEM 908 – MULCHING

DESCRIPTION

908-1.1

ADD:

Restoration, seeding and mulching beyond the limits of seeding and mulching shown in the plans (such as for access roads, haul roads, staging area, storage area) shall be considered incidental to the contract.

Chemical mulch binder shall be required.

MATERIALS

908-2.1 MULCH MATERIAL

REVISE: First sentence to read:

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

Chemical Mulch Binder meeting the requirements per Section 1081.06 (a) (3) of the IDOT "Standard Specifications for Road and Bridge Construction", latest edition shall be used as a mulch stabilizer.

CONSTRUCTION

908-3.1 MULCHING

ADD:

Chemical mulch binder shall be mixed and applied per the manufacturer's recommendations.

BASIS OF PAYMENT

908-5.1

ADD:

Chemical mulch binder shall not be paid for separately but shall be included in the unit bid price for mulching.

Payment will be made under:

ITEM AR908515 HEAVY DUTY HYDRAULIC MULCH – PER ACRE.

DIVISION VI - LIGHTING INSTALLATION

ITEM 125 – INSTALLATION OF AIRPORT LIGHTING SYSTEMS

DESCRIPTION

125-1.1

ADD:

Airfield lighting improvements shall include:

- Adjustment of existing base mounted taxiway lights.
- Adjustment of existing stake mounted taxiway lights.
- Adjustment of existing splice cans.

ADD:

The existing base mounted lights and splice cans will be vertically adjusted with Contractor-furnished FAA-approved L-867 adjustment rings or per the detail shown in the plans.

The Contractor will be required to collect the elevations of the existing light bases and splice cans prior to adjusting the lights, determine the correct vertical adjustment dimension based on the overlay grades and proposed shoulder slopes shown in the plans nearest each light, and the light adjustment detail presented in the plans and order the adjusting rings (and spacers).

The Contractor shall order adjustment materials prior to beginning work.

EQUIPMENT AND MATERIALS

125-2.1 GENERAL

ADD:

All new equipment shall be listed in Advisory Circular 150/5345-53 (Latest Edition) – Airport Lighting Equipment Certification Program.

Shop drawings and letters of certification shall be submitted for all materials incorporated into the proposed work.

125-2.14 ADJUSTMENT RINGS

ADD:

Light can adjustment rings shall be L-867 Size B and conform to FAA Advisory Circular AC 150/5345-42.

125-2.15 SPACER RINGS

ADD:

Spacer rings shall be L-867 Size B and conform to FAA Advisory Circular AC 150/5345-42.

CONSTRUCTION METHODS

125-3.2 PLACING LIGHTS

ADD:

The Contractor shall exercise caution in the adjustment of all light units. Any units damaged by the Contractor's operations shall be repaired or replaced to the satisfaction of the Engineer at no additional cost to the contract.

125-3.3 MAINTENANCE OF AIRFIELD LIGHTING DURING CONSTRUCTION

ADD:

The Contractor shall be responsible for all temporary connections in the field or at the regulator necessary for operation of the circuits during construction.

125-3.4 VERTICAL LIGHT ADJUSTMENTS

ADD:

(i) General

The Contractor shall exercise care in vertical adjustment of all existing lights and splice cans. Any damaged units shall be replaced with new equipment to the satisfaction of the Airport at no additional cost to the contract.

The existing lights and splice cans shall be adjusted to true line and grade. The elevated lights shall be placed in a straight line to the satisfaction of the Resident Engineer and the Airport.

The Contractor shall determine the amount of adjustment based on the proposed edge of pavement profile, the proposed shoulder slope, the existing base elevation and the details as shown on the plans. The Contractor shall provide the Resident Engineer a table showing the existing light elevation, the proposed elevation computed based on the proposed edge of pavement profile and proposed shoulder slope and the computed adjustment amount. No light adjustments shall proceed until the Resident Engineer reviews the light adjustment calculations furnished by the Contractor. The tolerance of the light adjustment elevation shall be plus or minus one half inch of the intended plan adjustment elevation. The plan elevation is defined as the elevation of the adjacent finished pavement, minus 0.125 feet, minus the proposed slope of the adjusted shoulder over 10 feet.

At the discretion of the Contractor, the base mounted light adjustment may occur prior to or after the shoulder embankment material is placed. The stake mounted light adjustments shall only occur after the shoulder embankment material is in place and graded to the approximate finish shoulder elevation.

(ii) Existing Stake Mounted Light Adjustments

Existing stake-mounted edge lights shall be adjusted by excavating the existing light fixture, transformer and stake, placement of additional sand backfill material around the transformer and replacement of the existing light post and fixture at the same horizontal location but revised vertical elevation according to the proposed edge of pavement elevation. Care shall be taken to ensure the existing cable is not stretched or damaged during the adjustment process. For the adjustment to occur, the contractor shall excavate and expose cable several feet on each side of the existing light. If the existing cable is cut, stretched or damaged during the light adjustment process, new cable shall be installed from the light

being adjusted to the adjacent light. **Cable splices are not permitted between light fixtures.** If the transformer is damaged during the light adjustment process, a new transformer shall be provided and installed by the Contractor. Any new cable or transformers installed for this purpose shall not be measured for payment. The sand backfill around the transformer shall be replenished while the light is adjusted.

(iii) Existing Base Mounted Light and Splice Can Adjustments

Prior to placing the shoulder embankment material, the top elevations of the existing light bases and splice cans shall be electronically recorded by the Contractor. The base can shall then be excavated, taking care not to damage the lighting circuit, and a sand bed of the thickness required to raise the light to the proper elevation shall be placed. The sand bed shall be thoroughly tamped to prevent displacement when setting the base can in place. The Contractor shall strive to maintain alignment with the adjacent edge lights when resetting the base. Install new unit duct and connections as required to connect the existing unit duct to the light base conduit stub. Earth backfill shall then be placed and compacted around the can in lifts not exceeding eight (8) inches. The transformer shall be plugged in, the connectors sealed with heat shrink tubing with internal adhesive and the fixture installed on the base can.

125-3.6 FAA FLIGHT INSPECTION

The FAA will perform a commissioning flight inspection for each PAPI on Runway 2 and Runway 20 after each system has been adjusted and confirmed by the Contractor. The initial cost of this inspection shall be the responsibility of the Airport. If a flight inspection is required to re-inspect the system due to improper adjustment by the Contractor, the additional charge for subsequent flight inspections shall be borne by the Contractor. The cost for an FAA flight inspection at this location is approximately $10,000.

METHOD OF MEASUREMENT

125-4.1

DELETE: Entire Section

ADD:

The quantity of base mounted light adjustments, stake mounted light adjustments and splice can adjustments shall be measured by the unit completed in place, ready for operation and accepted by the Engineer.

Cable or transformers damaged by the contractor's adjustment operations and replaced with new cable or transformers shall not be measured for payment.

If any light adjustment or splice can adjustment method requires the contractor to excavate and expose existing cable adjacent to the existing light or splice can, the excavation shall not be measured for payment but included in the unit cost of the light adjustment.

Sand and compaction shall not be measured for payment.

BASIS OF PAYMENT

125-5.1

The accepted quantities of base mounted light adjustments, stake mounted light adjustments and splice can adjustments will be paid for at the contract unit price per each complete and in place. These prices shall be full compensation for furnishing all materials and for all preparation, surveying and grade calculations, removals, excavations, assembly, and installation of these materials, and coordination with the manufacturer and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

ITEM AR125941	**ADJUST STAKE MOUNTED LIGHT – PER EACH.**
ITEM AR125942	**ADJUST BASE MOUNTED LIGHT – PER EACH.**
ITEM AR125946	**ADJUST SPLICE CAN – PER EACH.**

APPENDIX A - IDOT DIVISION OF AERONAUTICS POLICY MEMORANDA

State of Illinois
Department of Transportation
Division of Aeronautics

POLICY MEMORANDUM

February 20, 2014	Springfield	Number: 87-2

TO: CONSULTING ENGINEERS

SUBJECT: DENSITY ACCEPTANCE OF BITUMINOUS PAVEMENTS

I. Introduction

This Policy Memorandum deals with the implementation of the bituminous density quality assurance specifications as outlined in the Standard Specifications for Construction of Airports, Sections 401-4.15 and 403-4.15.

II. Sampling

After completion of compaction and when the pavement has reached ambient temperature, the paved area shall be divided into Sublots of 500 tons per type of mix. One core sample (2 cores per sample) shall be taken from each Sublot. The longitudinal and transverse location for each sample shall be determined by use of a random number "Deck" provided by the Division. No core shall be taken closer than two (2) feet from the edge of the mat. A core extraction device shall be used to obtain all cores from the mat. All cores are to be taken by the contractor under the supervision and remain in the possession of the Engineer. It is imperative that the Engineer and the contractor realize that the cores are "money" and that improper coring, extraction, shipping and/or testing can be costly.

One mix sample per 1000 tons of mix laid shall be taken for Extraction, Maximum Specific Gravity (G_{mm}) and Air Void tests. The mix samples shall be sampled by the contractor and split in half.

The Resident Engineer shall randomly designate and send the split samples to an independent laboratory for testing. The laboratory will be verified to be ASTM- certified for all the required testing and be contracted through the Consultant. The frequency of testing split samples shall be 1 per 5000 tons. Higher frequencies may be necessary if the contractor's tests, and/or mix quality control are inconsistent.

III. Testing

All cores shall be tested for Bulk Specific Gravity (G_{mb}) in accordance with ASTM D2726 using Procedure 10.1, "For Specimens That Contain Moisture." The Theoretical Maximum Gravity (G_{mm}) shall be determined according to ASTM D2041. From these tests the in-place air voids of the compacted pavement are calculated according to ASTM

D3203 for "dense bituminous paving mixtures." Selection of the proper G_{mm} shall be based on a running average of four (4) tests per Lot.

E.g. Lot 1 - Use the average of the two (2) tests for Lot 1.
Lot 2 - Use the average of the four (4) tests from Lots 1 and 2.
Lot 3 - Use the average of the four (4) tests from Lots 2 and 3.

NOTE: When more than four (4) Sublots are used, still use a running average of four (4) tests per Lot.

IV. Acceptance Calculations

The first step in calculating the quantities for pay is to calculate the Mean ($\overline{X}$) and the Standard Deviation (S) of the Sublot tests. From this data the Lot samples should first be tested for outliers. After consideration for outliers, the Percent Within Tolerance (PWT) and the Percent Within Limits (PWL) are calculated to determine the final pay quantities for the Lot.

EXAMPLE

1. Test Data

Lot Quantity = 2000 tons
Sublot Test 1 = 4.35 % Air Voids
Sublot Test 2 = 3.96 % Air Voids
Sublot Test 3 = 6.75 % Air Voids
Sublot Test 4 = 6.25 % Air Voids

2. Calculating the Mean and Standard Deviation

Sublot	X	$(X - \overline{X})$	$(X - \overline{X})^2$
1	4.35	-0.978	0.956
2	3.96	-1.368	1.871
3	6.75	1.422	2.022
4	6.25	0.922	0.850
Sum =	21.31		5.699

N = 4

Mean $(\overline{X})$ = 21.34 / 4 = 5.328

Variance $(S)^2$ = Sum $\frac{(X - \overline{X})^2}{3} = \frac{5.699}{3} = 1.900$

Standard Deviation S = $\sqrt{1.900}$ = 1.378

3. Test for Outliers

Check for Critical "T" Values

$$T = \left| \frac{(X_1 - \overline{X})}{S} \right| * = \left| \frac{3.96 - 5.328}{1.378} \right| = 0.99$$

* Difference between the suspect test value (X_1) and the Mean ($\overline{X}$).

If the T value exceeds the critical "T" Value in the table below and no assignable cause can be determined for the outlier, discard the suspected test measurement and obtain another random sample from the Sublot in question. If the new test exceeds the Mean ($\bar{X}$) in the same direction from the Mean as the suspected test, recalculate the T value including all tests (original test, suspected test, and new test) for an outlier and for computing final payment.

TABLE OF CRITICAL "T" VALUES

Number of observations (N)	Critical "T" Value 5% Significance Level
3	1.15
4	1.46
5	1.67
6	1.82
7	1.94
8	2.03
9	2.11
10	2.18
11	2.23
12	2.29

Based on the above table, the "T" value of 0.99 does not exceed the Critical "T" Value of 1.46 for N = 4. Therefore, the value (3.96) is not an outlier and shall be used in calculating the Lot payment.

4. Calculation of Lot Payment

To calculate the Lot Payment use the Acceptance Criteria as outlined under Item 401-4.15(c) or Item 403-4.15(c).

$$Q_L = \frac{(\bar{X} - 1)}{S} = \frac{5.328 - 1}{1.378} = 3.141$$

$$Q_u = \frac{(7 - \bar{X})}{S} = \frac{7 - 5.328}{1.378} = 1.213$$

From this data the Percentage Within Tolerance (PWT) for both the lower and upper tolerance limits is determined by Table 6 (see Item 401 Bituminous Surface Course and/or Item 403 Bituminous Base Course in the Standard Specifications) for the number (N) of samples tested.

Eq. PWT (lower) = 99.0%
PWT (upper) = 90.4%

We now calculate the Percent Within Limits (PWL) for the Lot.

PWL = [PWT (lower)] + [PWT (upper)] - 100
PWL = (99.0 + 90.4) - 100 = 89.4%

Using Table 5, the % Adjustment in Lot Quantity is:

% Adjustment = 0.5 PWL + 55.0
% Adjustment = 0.5 (89.4) + 55.0
% Adjustment = 99.7

Adjusted Quantities = % Adjustment x Lot Quantities
Adjusted Quantities = 0.997 x 2000 tons
Adjusted Quantities = 1994 tons

5. Resampling and Retesting

The contractor has the right to request the resampling and retesting of a complete Lot. This privilege is only allowed once for each Lot and must be requested in writing by the contractor within 48 hours of receiving the official report from the Engineer.

6. Reporting

After completion of the tests for each Lot, the Engineer shall complete the necessary calculations for final adjustment in quantities on the Form AER-1 and have both the Engineer and the Contractor sign the report for copying to both the FAA and IDOA.

Steven J. Long, P.E. Acting Chief Engineer

Supersedes Policy Memorandum 87-2, dated April 1, 2010

State of Illinois
Department of Transportation
Division of Aeronautics

POLICY MEMORANDUM

February 20, 2014	Springfield	Number: 87-4

TO: CONSULTING ENGINEERS

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

A. SCOPE

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

B. DEFINITIONS

1. Bulk Specific Gravity (G_{mb}) ASTM 2726 or density is the weight per unit volume (gms/cc) of a mixture in its existing state of consolidation. The volume measurement for this specific gravity will include the volume of all the aggregate, asphalt, and air spaces (voids) in the aggregate particles and between the aggregate particles.

2. Theoretical Maximum Specific Gravity (G_{mm}) ASTM 2041 is the weight per unit volume (grams/cc) of a mixture assuming complete consolidation; i.e., all the air spaces (voids) between the aggregate particles are eliminated.

3. Percent Density is a measure of the degree of compaction in relation to the Theoretical Maximum Specific Gravity.

4. Percent Air is a measure of the air voids in the compacted pavement.

C. APPARATUS

1. Balance - The balance shall be accurate to 0.1 gm throughout the operating range. It may be mechanical or electrical and shall be equipped with a suitable suspension apparatus and holder to permit weighing of the core in water while suspended from the balance. If the balance is a beam type, it shall be set up so that the core is placed in the basket that is suspended from the zero (0) end of the balance arm.

2. Water bath - The container for immersing the core in water while suspended from the balance shall be equipped with an overflow outlet for maintaining a constant water level. This water bath should be large enough to handle full-depth cores. When testing several cores at the same time, a dish-pan, sink or suitable container may be used for soaking.

D. PROCEDURE

1. Prior to testing, cores shall be sorted on a flat surface in a cool place. The sample(s) shall be brushed with a wire brush and/or other suitable means, to remove all loose and/or foreign materials, such as seal coat, tack coat, foundation material, soil, paper and foil prior to testing.

2. If a core contains binder and surface or multiple lifts, the lifts shall be separated. This may be done in the following manner:

   a. Mark the separation line between the two lifts.

   b. Place the core in a freezer for 20-25 minutes.

   c. Place a 2 or 3-inch wide chisel on the separation line and tap with a hammer. Rotate the core and continue this process until the core separates. Brush loose pieces with a wire brush if needed.

   d. Allow 2-3 hours for the core to return to ambient temperature before proceeding.

3. Prepare the water baths for soaking and weighing with water at 77° F. Water baths should be maintained at this temperature throughout testing. Saturate the cores by submerging in the water for a minimum of 20 minutes.

4. With the balance and water bath properly assembled and zeroed, suspend the sample from the balance and submerge it in the water bath. The core must be placed with the original top and bottom in a vertical position. If necessary, add sufficient water to bring the water level up to the overflow outlet. Permit any excess to overflow. Read and record the Saturated Submerged Weight. Designate this weight as (C).

5. Remove the core from the water bath and blot the excess water from the surface of the core with an absorbent cloth or other suitable material. This must be done quickly to prevent the internal water from escaping.

6. Place the core on the balance and read and record the Saturated Surface-dry Weight in air. Designate this weight as (B).

7. Place the core in a tared pan and dry in an oven. When the core is dry (less than 0.5 gm loss in one hour), record the weight and subtract the pan weight. Designate this weight as (A).

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

$$G_{mb} = \frac{A}{B - C}$$

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

E. PERCENT DENSITY

The following calculation is used to determine the percent density of the core:

$$\% \text{ Density} = 100 \times \frac{G_{mb}}{G_m}$$

m

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

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

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

% Air = 100 - % Density

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

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

Steven J. Long, P.E. Acting Chief Engineer

Supersedes Policy Memorandum 87-4, dated January 1, 2004

State of Illinois
Department of Transportation
Division of Aeronautics

POLICY MEMORANDUM

April 1, 2010	Springfield, Illinois	Number 96-2

TO: CONTRACTORS

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

I. SCOPE

The purpose of this policy memorandum is to define to the Contractor the requirements concerning the laboratory, testing, Quality Control, and paving of HMA (Hot Mix Asphalt) mixtures. References are made to the most recent issue of the Standard Specifications for Construction of Airports and to American Society for Testing and Materials (ASTM) testing methods. The Quality Assurance and acceptance responsibilities of the Resident Engineer/Consultant are described in Policy Memorandum 96-3.

II. LABORATORY

The Contractor shall provide a laboratory located at the plant and approved by the Illinois Division of Aeronautics (IDA). The laboratory shall be of sufficient size and be furnished with the necessary equipment and supplies for adequately and safely performing the Contractor's Quality Control testing as well as the Resident Engineer's acceptance testing as described in Policy Memorandum 96-3.

The effective working area of the laboratory shall be a minimum of 600 square feet with a ceiling height of not less than 7.5 feet. Lighting shall be adequate to illuminate all working areas. It shall be equipped with heating and air conditioning units to maintain a temperature of 70° F ± 5° F.

The laboratory shall have equipment that is in good working order and that meets the requirements set forth in the following ASTM test standards:

ASTM C 117	Test Method for Materials Finer than 75 µm (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C 136	Sieve or Screen Analysis of Fine and Coarse Aggregate
ASTM C 566	Total Moisture Content of Aggregate by Drying
ASTM D 75	Sampling Aggregates
ASTM D 1559	Resistance to Plastic Flow of Bituminous Mixtures Using Marshall Apparatus
ASTM D 2041	Theoretical Maximum Specific Gravity and Density of Bituminous Paving Mixtures
ASTM D 2172	Quantitative Extraction of Bitumen from Bituminous Paving Mixtures
IDOT	Ignition Method for Determining Asphalt Content

ASTM D 2726	Bulk Specific Gravity of Compacted Bituminous Mixtures using Saturated Surface Dry Specimens
ASTM D 3203	Percent Air Voids in Compacted Dense and Open Bituminous Paving Mixtures
ASTM D 2950	Density of Bituminous Concrete in Place by Nuclear Method
ASTM D 4125	Asphalt Content of Bituminous Mixtures by Nuclear Method
ASTM C 127	Standard Test Method for Specific Gravity and Absorption of Coarse Aggregate
ASTM C 128	Standard Test Method for Specific Gravity and Absorption of Fine Aggregate

The Asphalt Institute's *Mix Design Methods for Asphalt Concrete Manual No. 2 (MS-2)*

The laboratory and equipment furnished by the Contractor shall be properly calibrated and maintained. The Contractor shall maintain a record of calibration results at the laboratory. The Engineer may inspect measuring and testing devices at any time to confirm both calibration and condition. If the Resident Engineer determines that the equipment is not within the limits of dimensions or calibration described in the appropriate test method, he may stop production until corrective action is taken. If laboratory equipment becomes inoperable or insufficient to keep up with mix production testing, the Contractor shall cease mix production until adequate and/or sufficient equipment is provided.

III. MIX DESIGN SUBMITTAL

Based upon data and test results submitted by the Contractor, the Illinois Division of Aeronautics Engineer of Construction & Materials shall issue the final Job Mix Formula (JMF) approval letter that concurs or rejects the Contractor's proposed JMF. The Contractor will be required to perform the sampling and laboratory testing and develop a complete mix design, according to the following guidelines: [Note: A testing summary chart can be found in Appendix B.]

A. Material sources meeting the requirements of the contract shall be submitted in writing at or before the preconstruction conference (see BITUMINOUS WORKSHEET in Appendix A) in the following format:

1. To: Steven J. Long, P.E., Acting Chief Engineer
   Attn: Michael F. Wilhelm, P.E., Engineer of Construction & Materials
   Division of Aeronautics
   One Langhorne Bond Drive
   Springfield, Illinois 62707

2. Producer name and location of each aggregate

3. Producer # for each aggregate (producers are assigned this number by IDOT Central Bureau of Materials)

4. Material code for each aggregate

5. Gradation and Quality designation for each aggregate (i.e. CA-11, etc.)

6. Producer, producer #, and specific gravities of asphalt cement

7. Performance Graded Binder 64-22 shall be used unless otherwise approved by the IDA Engineer of Construction & Materials.

B. The Contractor shall obtain representative samples of each aggregate. The individual obtaining samples shall have successfully completed the IDOT Aggregate Technician Course under the IDOT Division of Highways, QC/QA program. The sample size shall be approximately 280 lb. for each coarse aggregate, 150 lb. for each fine aggregate, 15 lb. for the mineral filler or collected dust, and 1 gallon of asphalt cement.

C. The Contractor shall split the aggregate samples down and run gradation tests according to the testing methods referenced in Appendix B of this memorandum. The remaining aggregates shall be set aside for further Mix Design testing. The results of the gradation tests, along with the most recent stockpile gradations, shall be reported by fax to the IDA Engineer of Construction & Materials for engineering evaluation. If the gradation results are deemed non-representative or in any way unacceptable, new representative samples may be required at the direction of the IDA Engineer of Construction & Materials. Only composite gradations are required under this procedure.

D. Based on the accepted gradation results, the Contractor will determine blend percentages in accordance with the contract specifications (see Section 401/403 – 3.2 JOB MIX FORMULA under Table 4) for each aggregate to be used in determining the Job Mix Formula, as well as mix temperature and asphalt content(s), and number of Marshall Blows for preparation of the Marshall Mix Design or number of gyrations for Superpave Mix Design, depending on which design in specified in the contract. The Contractor will verify the aggregate percentages, mix temperatures, asphalt content(s), and number of Marshall blows (or gyrations) with the IDA Engineer of Construction & Materials before beginning any testing.

E. After verification of the information from step D., the Contractor shall make specimens and perform the following tests at various asphalt contents in order to obtain the optimum mix design. [Note: Actual test designation is referenced in Appendix B of this memorandum.]

Marshall Tests
Maximum Specific Gravity -- "G_{mm}"
Bulk Specific Gravity -- "G_{sb}"
Marshall Stability
Marshall Flow
% air voids

The JMF will be designed in accordance with Table 2 as modified in Section 401 – 3.2 or 403 – 3.2, depending on the type of mix being produced. Appendix C contains a copy of the Table 2 targets and ranges for the JMF.

F. All technicians who will be performing mix design testing and plant sampling/testing shall have successfully completed the IDOT Division of Highways HMA Concrete Level 1 Technician Course "HMA Concrete Testing". The Contractor may also provide a Gradation Technician who has successfully completed the Department's "Gradation Technician Course" to run gradation tests only under the supervision of a HMA Concrete Level 2 Technician.

G. The mix design testing results and resulting optimal JMF shall be reported to the IDA Engineer of Construction & Materials with the following data included:
   a) Aggregate & liquid asphalt material codes
   b) Aggregate & liquid asphalt producer numbers, names, and locations
   c) Aggregate Blend of each aggregate
   d) Optimum Blend % for each sieve
   e) AC Specific Gravity
   f) Bulk Specific Gravity and Absorption for each aggregate

g) Summary of Marshall Design Data: AC % Mix, Stability, Flow, G_{mb}, G_{mm}, VMA, Voids (Total Mix), Voids Filled
h) Optimum design data listing AC % Mix, Stability, Flow, G_{mb}, G_{mm}, VMA, Voids (Total Mix), Voids Filled
i) Percent of asphalt that any RAP will add to the mix
j) Graphs for the following: gradation on 0.45 Power Curve, AC vs. Voids (Total Mix), AC vs. Specific Gravities, AC vs. Voids Filled, AC vs. Stability, AC vs. Flow and VMA

H. The IDA Engineer of Construction & Materials shall generate and issue a concurrence or rejection of the Contractor's proposed Mix Design with the JMF for the manufacture of HMA mixtures based upon the Contractor's submitted testing and complete mix design results. The Contractor shall not be permitted to use the proposed HMA mix in production for the project until this concurrence letter is issued to the Contractor by the IDA Engineer of Construction & Materials, and the mix passes all test section requirements, when a test section is specified.

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

IV. MIX PRODUCTION TESTING

The Quality Control of the manufacture and placement of HMA mixtures is the responsibility of the Contractor. The Contractor shall perform or have performed the inspection and tests required to assure conformance to contract requirements. Quality Control includes the recognition of defects and their immediate correction. This may require increased testing, communication of test results to the plant or the job site, modification of operations, suspension of HMA mix production, rejection of material, or other actions as appropriate. The Resident Engineer shall be immediately notified of any failing tests and subsequent remedial action. Form AER M-14 shall be reported to the Engineer and Resident Engineer no later than the start of the next work day. In addition, AER M-9 and M-11 shall be given to the Resident Engineer daily. The Contractor shall provide a Quality Control (QC) Manager who will have overall responsibility and authority for Quality Control. This individual shall have successfully completed the IDOT Division of Highways HMA Concrete Level II Technician Course "HMA Concrete Proportioning and Mixture Evaluation." In addition to the QC Manager, the Contractor shall provide sufficient and qualified personnel to perform the required visual inspections, sampling, testing, and documentation in a timely manner. The following plant tests and documentation shall be required: [Note: A summary chart of testing can be found in Appendix B.]

A. Minimum of one (1) complete hot bin or combined belt analysis per day of production or every 1,000 tons, whichever is more frequent.

B. Minimum one (1) stockpile gradation for each aggregate and/or mineral filler per week when a batch plant is utilized. Minimum of one (1) gradation for each aggregate per day of production or every 1,000 tons when a drum plant is used, and one (1) gradation per week for mineral filler when a drum plant is used.

C. A certification from the quarry for the total quantity of aggregate listing the source, gradation type, and quality designation of aggregate shipped.

D. Original asphalt shipping tickets listing the source and type of asphalt shipped.

E. One mix sample per 1,000 tons of mix. The sample shall be split in half. One half shall be reserved for testing by the Engineer. The other half shall be split and tested by the Contractor for Marshall, Extraction, Gradation, Maximum Specific Gravity, and Air Void tests in accordance with the appropriate ASTM standard referenced herein. [See Appendix B.]

1. In place of the extraction test, the Contractor may provide the asphalt content by a calibrated ignition oven test using the IDOT Division of Highways' latest procedure. The

correction (calibration) factor for aggregate type shall be clearly indicated in the reported test results.

From these tests, the Contractor shall interpret the test data and make necessary adjustments to the production process in order to comply with the approved JMF.

V. QUALITY CONTROL

A. Control Limits

Target values shall be determined from the approved JMF. The target values shall be plotted on the control charts within the following control limits:

Parameter	Control Limits Individual Test	Moving Avg. of 4
% Passing		
1/2 in.	± 7 %	± 4 %
No. 4	± 7 %	± 4 %
No. 8	± 5 %	± 3 %
No. 30	± 4 %	± 2.5 %
No. 200 *	± 2.0 % *	± 1.0 % *
Asphalt Content	± 0.45 %	± 0.2 %

* No. 200 material percents shall be based on washed samples. Dry sieve gradations (-200) shall be adjusted based on anticipated degradation in the mixing process.

B. Control Charts

Standardized control charts shall be maintained by the Contractor at the field laboratory. The control charts shall be displayed and be accessible at the field laboratory at all times for review by the Engineer. The individual required test results obtained by the Contractor shall be recorded on the control chart immediately upon completion of a test, but no later than 24 hours after sampling. Only the required plant tests and resamples shall be recorded on the control chart. Any additional testing of check samples may be used for controlling the Contractor's processes, but shall be documented in the plant diary.

The results of assurance tests performed by the Resident Engineer will be posted as soon as available.

The following parameters shall be recorded on control charts:

1. Combined Gradation of Hot-Bin or Combined Belt Aggregate Samples (Drier Drum). (% Passing 1/2 in., No. 4., No. 8, No. 30, and No. 200 Sieves)

2. Asphalt Content

3. Bulk Specific Gravity of Marshall Sample

4. Maximum Specific Gravity of Mixture

C. Corrective Action for Required Plant Tests

Control Limits for each required parameter, both individual tests and the average of four tests, shall be exhibited on control charts. Test results shall be posted within the time limits previously outlined.

1. Individual Test Result. When an individual test result exceeds its control limit, the Contractor shall immediately resample and retest. If at the end of the day no material remains from which to resample, the first sample taken the following day shall serve as the resample as well as the first sample of the day. This result shall be recorded as a retest. If the retest passes, the Contractor may continue the required plant test frequency. Additional check samples should be taken to verify mix compliance.

2. Asphalt Content. If the retest for asphalt content exceeds control limits, mix production shall cease and immediate corrective action shall be instituted by the Contractor. After corrective action, mix production shall be restarted, the mix production shall be stabilized, and the Contractor shall immediately resample and retest. Mix production may continue when approved by the Engineer. The corrective action shall be documented.

   Inability to control mix production is cause for the Engineer to stop the operation until the Contractor completes the investigation identifying the problems causing failing test results.

3. Combined Aggregate/Hot-Bin. For combined aggregate/hot-bin retest failures, immediate corrective action shall be instituted by the Contractor. After corrective action, the Contractor shall immediately resample and retest. The corrective action shall be documented.

   a. Moving Average. When the moving average values trend toward the moving average control limits, the Contractor shall take corrective action and increase the sampling and testing frequency. The corrective action shall be documented.

      The Contractor shall notify the Engineer whenever the moving average values exceed the moving average control limits. If two consecutive moving average values fall outside the moving average control limits, the Contractor shall cease operations. Corrective action shall be immediately instituted by the Contractor. Operations shall not be reinstated without the approval of the Engineer. Failure to cease operations shall subject all subsequently produced material to be considered unacceptable.

   b. Mix Production Control. If the Contractor is not controlling the production process and is making no effort to take corrective action, the operation shall stop.

VI. TEST SECTION AND DENSITY ACCEPTANCE **(Note: Applies only when specified.)**

A. The purpose of the test section is to determine if the mix is acceptable and can be compacted to a consistent passing density.

A quick way to determine the compactibility of the mix is by the use of a nuclear density gauge in the construction of a growth curve. An easy way to construct a growth curve is to use a good vibratory roller. To construct the curve, an area the width of the roller in the middle of the mat is chosen and the roller is allowed to make one compactive pass. With the roller stopped some 30 feet away, a nuclear reading is taken and the outline of the gauge is marked on the pavement. The roller then makes a compactive pass in the opposite direction and another reading is taken. This scenario is continued until at least two (2) passes are made past the maximum peak density obtained.

The maximum laboratory density potential of a given mix is a direct function of the mix design air voids. Whereas, the actual maximum field density is a function of the type of coarse aggregates, natural or manufactured sands, lift thickness, roller type (static or vibratory), roller and paver speed, base condition, mix variation, etc. All of these items are taken into consideration with the growth curve.

1. High Density in the Growth Curve. If the growth curve indicates a maximum achievable field density of between 95 to 98 percent of the Theoretical Maximum Density (D), you can proceed with the Rolling Pattern. On the other hand, if the maximum achievable density is greater than 98 percent, a quick evaluation (by use of an extractor, hot bin gradations, nuclear asphalt determinator, etc.) must be made of the mix. When adjustments are made in the mix, a new growth curve shall be constructed.

2. Low Density in the Growth Curve. If the growth curve indicates the maximum achievable density is below 94 percent, a thorough evaluation of the mix, rollers, and laydown operations should be made. After a thorough evaluation of all factors (mix, rollers, etc.), asphalt or gradation changes may be in order as directed by the Engineer. Again, any changes in the mix will require a new growth curve. Note that the nuclear density test is a quality control tool and not an acceptance test. All acceptance testing is to be conducted by the use of cores, unless otherwise specified.

3. Acceptance of Test Section. The Contractor may proceed with paving the day after the test section provided the following criteria have been met:

    a. Four random locations (2 cores per location cut longitudinally and cored by the Contractor) will be selected by the Engineer within the test strip. No individual core can be below a minimum of 94% density.

    b. All Marshall and extraction test results from mix produced for the test section must be within the tolerances required by specification.

    c. The Contractor shall correlate his nuclear gauge to the cores taken in the test section. Additional cores may be taken at the Contractor's expense for this purpose within the test section area, when approved by the Engineer.

4. Density Acceptance under Production Paving. The responsibility for obtaining the specified density lies with the Contractor. Therefore, it is important that the nuclear density gauge operator communicate with the roller operators to maintain the specified density requirements. The Contractor shall provide a qualified HMA Density Tester who has successfully completed the Department's "HMA Concrete Nuclear Density Testing Course" to run all required density tests on the job site. Density acceptance testing, unless otherwise specified, is described as follows:

    a. The Contractor shall cut cores at random locations within 500 ton sublots as directed by the Resident Engineer.

    b. The cores should be extracted so as not to damage them, since they are used to calculate the Contractor's pay.

    c. The Resident Engineer will run preliminary G_{mb} tests on the cores to give the Contractor an indication of how compaction is running for the next day's paving.

d. A running average of four (4) Maximum Theoretical Gravities (G_{mm}) will be used for calculating percent compaction.

e. Final core density tests and pay calculations will be performed by the Resident Engineer and delivered to the Contractor.

Steven J. Long, P.E.
Acting Chief Engineer

Supersedes Policy Memorandum 96-2 dated January 16, 2007.

APPENDIX A

BITUMINOUS WORKSHEET

Airport: _____ Project No.: _____ AIP No.: _____

Mix Design # : _____ Material Code: _____ Producer: _____
Prod. #: _____

AGGREGATE

Mat'l. Code:					
Producer #:					
Prod. Name					
Location:					

Percent Passing

Sieve Size					
1 inch					
3/4 inch					
½ inch					
3/8 inch					
No. 4					
No. 8					
No. 16					
No. 30					
No. 50					
No. 100					
No. 200					
Washed (y/n)					
O.D. Gravity					
App. Gravity					
Absorption					

Asphalt Gravity _____ Asphalt Source _____ Asphalt Producer No. _____

MARSHALL DATA

% Asphalt					
M. Stability					
Flow					
D					
d					
% Air Voids					

Q.C. Manager Name: _____ Phone number: _____

Laboratory Location: _____ Fax Number: _____

Remarks: _____

APPENDIX B

QUALITY CONTROL TESTING (PLANT)

PARAMETER	FREQUENCY	SAMPLE SIZE	TEST METHOD	REPORT FORM
Aggregate Gradations: Hot bins for batch and continuous plants--- Individual cold-feeds or combined belt-feeds for drier drum plants.	Minimum 1 per day of production and at least 1 per 1000 tons.	CA07/11: 5000 gm CA13: 2000 gm CA16: 1500 gm Fine agg: 500 gm 1 gallon asphalt cement	ASTM C 136	AER M-9
Aggregate gradations: Stockpiles	Minimum 1 per aggregate per week per stockpile.	CA07/11: 5000 gm CA13: 2000 gm CA16: 1500 gm Fine agg: 500 gm *Note: The above test sample sizes are to be obtained from splitting down a larger sample from the stockpiles.	ASTM C 136	AER M-9
Maximum Specific Gravity	Minimum 1 per 1000 tons	1200 gm per test	ASTM D 2041	AER M-11 and AERM-14
Bulk Specific Gravity	Minimum 1 per 1000 tons	1250 gm per briquette	ASTM D 2726	AER M-11 and AERM-14
Marshall Stability and Flow	Minimum 1 per 1000 tons	1250 gm per briquette	ASTM D 1559	AER M-11 and AERM-14
% Air Voids	Minimum 1 per 1000 tons		ASTM D 3203	AER M-11 and AERM-14
Extraction	Minimum 1 per 1000 tons	1000 gm (surface) 1500 gm (base)	ASTM D 2172	AER M-11 and AERM-14
Ignition Oven Test	Minimum 1 per 1000 tons	1500 gm		AER M-14
Nuclear Asphalt Gauge	Minimum 1 per 1000 tons	1000-1100 gm	ASTM D 2145	AER M-14

MIX DESIGN TESTING

PARAMETER	FREQUENCY	SAMPLE SIZE	TEST METHOD	REPORT FORM
Representative samples of each aggregate and asphalt cement.	1 per aggregate and 1 asphalt cement.	280 lb. (coarse) 150 lb. (fine) 15 lb. (min. filler) 1 gallon asphalt cement	ASTM D 75	N/A
Aggregate Gradation	1 per aggregate	CA07/11: 5000 gm CA13: 2000 gm CA16: 1500 gm Fine agg: 500 gm	ASTM C 136	Bituminous Worksheet (Appendix A)
Maximum Specific Gravity	2 per specified asphalt content	1200 gm per test	ASTM D 2041	Bituminous Worksheet (Appendix A)
Bulk Specific Gravity	3 briquettes per specified asphalt content	1250 gm per briquette	ASTM D 2726	Bituminous Worksheet (Appendix A)
Marshall Stability and Flow	3 briquettes	1250 gm per briquette	ASTM D 1559	Bituminous Worksheet (Appendix A)
% Air Voids	1 per specified asphalt content (Avg. of G_{sb}/G_{mm})		ASTM D 3203	Bituminous Worksheet (Appendix A)

QUALITY CONTROL TESTING (PAVER)

PARAMETER	FREQUENCY	SAMPLE SIZE	TEST METHOD	REPORT FORM
Nuclear Density Test	As required by the Contractor to amintain consistent passing density	Various locations	ASTM D 2950	

APPENDIX C

AGGREGATE HMA BASE COURSE

Percentage by Weight Passing Sieves Job Mix Formula (JMF)		
Sieve Size	Gradation B Range 1" Maximum	Ideal Target
1-1/4 in.	---	---
1 in.	100	100
3/4 in.	93 – 97	95
1/2 in.	75 – 79	77
3/8 in.	64 – 68	66
No. 4	45 – 51	48
No. 8	34 – 40	37
No. 16	27 – 33	30
No. 30	19 – 23	21
No. 100	6 – 10	8
No. 200	4 – 6	5
Bitumen %: Stone	4.5 – 7.0	5.5

AGGREGATE HMA SURFACE COURSE

Percentage by Weight Passing Sieves Job Mix Formula (JMF)		
Sieve Size	Gradation B Range ¾" Maximum	Ideal Target
1 in.	100	---
3/4 in.	100	100
1/2 in.	99 - 100	100
3/8 in.	91 - 97	94
No. 4	56 – 62	59
No. 8	36 - 42	39
No. 16	27 - 32	30
No. 30	19 - 25	22
No. 100	7 – 9	8
No. 200	5 – 7	6
Bitumen %: Stone	5.0 – 7.0	6.0

State of Illinois
Department of Transportation
Division of Aeronautics

POLICY MEMORANDUM

February 20, 2014	Springfield, Illinois	Number 96-3

TO: CONSULTING ENGINEERS

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

I. SCOPE

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

II. LABORATORY APPROVAL

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

III. QUALITY ASSURANCE DURING PRODUCTION PAVING

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

B. The Resident Engineer may witness the sampling and testing being performed by the Contractor. If the Resident Engineer determines that the sampling and Quality Control tests are not being performed according to the applicable test procedures, the Engineer may stop production until corrective action is taken. The Resident Engineer will promptly notify the Contractor, both verbally and in writing, of observed deficiencies. The Resident Engineer will document all witnessed samples and tests. The Resident Engineer may elect to obtain samples for testing, separate from the Contractor's Quality Control process, to verify specification compliance.

1. Differences between the Contractor's and the Engineer's split sample test results will be considered acceptable if within the following limits:

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

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

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

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

IV. ACCEPTANCE BY ENGINEER

Density acceptance shall be performed according to Policy Memorandum 87-2, or according to the acceptance procedure outlined in the Special Provisions.

Steven J. Long, P.E. Acting Chief Engineer

Supersedes Policy Memorandum 96-3, dated January 1, 2004

State of Illinois Department of
Transportation Division of
Aeronautics

POLICY MEMORANDUM

June 22, 2018	Springfield, Illinois	Number 97-2

TO: CONSULTING ENGINEERS

SUBJECT: PAVEMENT MARKING PAINT ACCEPTANCE

I. SCOPE

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

II. RESIDENT ENGINEER'S DUTIES

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

A. Require the contractor to furnish the name of the paint manufacturer, IDOT Test I.D. number and the Batch/Lot number proposed for use prior to beginning work. Notify the I.D.A. Materials Certification Engineer when this information is available.

B. Require the manufacturer's certification before painting begins. Check the certification for compliance to the contract specifications.

1. The certification shall be issued from the manufacturer and shall include the specification and the batch number.

2. The paint containers shall have the manufacturer's name, the specification and the batch number matching the certification.

C. If no batch number is indicated on the certification or containers, sample the paint according to the procedure for the corresponding paint type.

D. If the I.D.A. Engineer of Materials indicates that batch number has not been previously sampled and tested, sample the paint according to the procedure for the corresponding paint type. The Division of Aeronautics will provide paint cans upon request by the Resident Engineer. Samples will only be taken in new epoxy lined cans and lids so that the paint will not be contaminated. It is important to seal the sample container immediately with the paint can lid to prevent the loss of volatile solvents.

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

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

Sampling Procedures for Each Paint Type:

1. Waterborne or Solvent Base Paints
   a. A sample consists of one one-pint cans taken per batch number. Before drawing samples, the contents of the component's container must be thoroughly mixed to make certain that any settled portion is fully dispersed.
   b. Be sure to indicate to the contractor that acceptance of material is based upon a passing test of the paint material.

2. Epoxy Paint
   a. Take separate one-pint samples of each paint component prior to marking. Before drawing samples, the contents of each component's container must be thoroughly mixed to make certain that any settled portion is fully dispersed. **Do not combine the two components or sample from the spray nozzle.**
   b. Be sure to indicate to the contractor that acceptance of material is based upon a passing test of the paint material.

III. TESTING

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

Alan D. Mlacnik, P.E.
Chief Engineer

Supersedes policy memorandum 97-2 dated January 1, 2004

State of Illinois
Department of Transportation
Division of Aeronautics

POLICY MEMORANDUM

June 12, 2014	Springfield, Illinois	Number 2003-1

TO: CONTRACTORS

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

I. SCOPE

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

II. LABORATORY

The Contractor shall provide a laboratory located at the plant and approved by the Illinois Division of Aeronautics (IDA). The laboratory shall be of sufficient size and be furnished with the necessary equipment and supplies for adequately and safely performing the Contractor's Quality Control testing as well as the Resident Engineer's acceptance testing as described in Policy Memorandum 87-2.

The effective working area of the laboratory shall be a minimum of 600 square feet with a ceiling height of not less than 7.5 feet. Lighting shall be adequate to illuminate all working areas. It shall be equipped with heating and air conditioning units to maintain a temperature of 70° F ±5°F.

The laboratory shall have equipment that is in good working order and that meets the requirements set forth in the following ASTM test standards:

ASTM D 70	Test Method for Specific Gravity and Density of Semi-Solid Materials
ASTM C 117	Test Method for Materials Finer than 75 µm (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C 136	Sieve or Screen Analysis of Fine and Coarse Aggregate
ASTM C 566	Total Moisture Content of Aggregate by Drying
ASTM D 75	Sampling Aggregates
ASTM D 2041	Theoretical Maximum Specific Gravity and Density of Bituminous Paving Mixtures

ASTM D 2172	Quantitative Extraction of Bitumen from Bituminous Paving Mixtures
AASHTO T 308-09	Ignition Method for Determining Asphalt Content (Illinois Modified)
ASTM D 2726	Bulk Specific Gravity of Compacted Bituminous Mixtures using Saturated Surface Dry Specimens
ASTM D 3203	Percent Air Voids in Compacted Dense and Open Bituminous Paving Mixtures
ASTM D 2950	Density of Bituminous Concrete in Place by Nuclear Method
ASTM D 4125	Asphalt Content of Bituminous Mixtures by Nuclear Method
ASTM C 127	Standard Test Method for Specific Gravity and Absorption of Coarse Aggregate
ASTM C 128	Standard Test Method for Specific Gravity and Absorption of Fine Aggregate

The laboratory and equipment furnished by the Contractor shall be properly calibrated and maintained. The Contractor shall maintain a record of calibration results at the laboratory. The Engineer may inspect measuring and testing devices at any time to confirm both calibration and condition. If the Engineer determines that the equipment is not within the limits of dimensions or calibration described in the appropriate test method, he may stop production until corrective action is taken. If laboratory equipment becomes inoperable or insufficient to keep up with mix production testing, the Contractor shall cease mix production until adequate and/or sufficient equipment is provided.

III. MIX DESIGN SUBMITTAL

Based upon data and test results submitted by the Contractor, the Illinois Division of Aeronautics Engineer of Construction & Materials shall issue the final Job Mix Formula (JMF) approval letter that concurs or rejects the Contractor's proposed JMF. The Contractor will be required to perform the sampling and laboratory testing and develop a complete mix design, according to the following guidelines: Mix design submittals should be sent to IDA, Construction/Material Section, Attn: Certification and Mixtures Engineer. Note: Quality Control (QC) Managers shall be Level III QC/QA qualified and will be responsible for all mix designs. All Technicians obtaining samples and performing gradations shall have successfully completed the IDOT Mixture Aggregate Technician Course and Technicians performing mix design testing and plant sampling/testing shall have successfully completed the IDOT Bituminous Concrete Level 1 Technician Course under the Illinois Department of Transportation, Bureau of Materials & Physical Research QC/QA Training Program.

A. Preliminary Mix Design Submittal

Top half of the IDOT Mix Design Software Cover Sheet (QC/QA Package) should be completed for the aggregate mix design parameters and should include the following:

1. Producer name, Producer # and Producer location of each aggregate (Producers are assigned Producer numbers by IDOT Central Bureau of Materials)

2. Material code for each aggregate

3. Aggregate Gradations per ASTM C-136 (The Contractor shall obtain representative samples of each aggregate)

4. Material code for each aggregate (i.e. 022CM11, etc.)

5. Proposed Aggregate Blend (% for each aggregate) Note: Based on the gradation results, the Contractor shall select the blend percentages that comply with the Standard Specifications, Section 401/403 – 3.2 JOB MIX FORMULA, Table 2. (Appendix A)

6. Producer name, Producer #, and specific gravity of the proposed asphalt cement

7. IDOT approved PG Binder 64-22 shall be used unless otherwise specified by the IDA Engineer of Construction & Materials.

B. Mixture Design & Testing

Design Parameters

Gyrations (N_{des}) – per Standard Specifications, Section 401/403 – 3.2 (JMF), Table 1
Asphalt Content – AC% per Standard Specifications, Section 401/403 – 3.2 (JMF), Table 2
Maximum Specific Gravity – G_{mm} (ASTM D 2041)
Bulk Specific Gravity – G_{mb} (ASTM D 2726)
% air voids – V_a (ASTM D3203) per Standard Specifications, Section 401/403 – 3.2 (JMF), Table 2
VFA % – per Standard Specifications, Section 401/403 – 3.2 (JMF), Table 1

Mixture Tests

After verification and approval by IDA of the proposed design information from step A., the Contractor shall perform mixture tests on 4 gyratory brix (4 point mix design) to determine the optimum AC content for the target Air Voids.

C. Mix Design Submittal

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

a) Aggregate & asphalt cement material codes
b) Aggregate & asphalt cement producer numbers, names, and locations
c) Percentage of each individual aggregate
d) Aggregate blend % for each sieve
e) AC Specific Gravity
f) Bulk Specific Gravity and Absorption for each aggregate
g) Summary of Superpave Design Data: AC % Mix, G_{mb}, G_{mm}, VMA, Voids (Total Mix), Voids Filled, V_{be}, P_{be}, P_{ba}, G_{se}
h) Optimum design data listing: AC % Mix, G_{mb}, G_{mm}, VMA, Voids (Total Mix), Voids Filled, G_{se}, G_{sb}

i) Percent of asphalt that any RAP will add to the mix
j) Graphs for the following: gradation on 0.45 Power Curve, AC vs. Voids (Total Mix), AC vs. Specific Gravities, AC vs. Voids Filled, AC vs. VMA

D. Mix Approval

Once the proposed JMF is reviewed and approved by IDA, a JMF approval letter will be issued to the contractor. Production of HMA is not authorized until a JMF letter has been issued. When a Test Section is specified as part of the contract, the proposed JMF shall be considered preliminary until it passes all Test Section requirements.

E. Change in Material Sources

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

IV. MIX PRODUCTION TESTING

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

A. Gradations for Mixture Proportioning: Aggregate gradations for proportioning (ASTM C-136) are required at a minimum of one per week when mix is produced. Aggregate gradations can be either hot bin gradations for batch plants or stockpile gradations for drier drum plants. Hot bin gradations may be reported on either form AER 9 or on the Division of Highways QC/QA package "Grad 1" Tab in the Daily HMA Plant Reporting Module. Stockpile gradations shall be shown on form MI504QC from the "Print Out" Tab in the Aggregate Stockpile Module of The Division of Highways QC/QA Package.

B. Production Mixture Testing: 1 per 1000 tons of the following (if total daily quantity is < /= 200 tons (small quantity) then a mix sample is not required and this quantity may be added on to next day's total for testing. Two consecutive days without testing is not allowed.): Reflux extraction (ASTM D2172) or Ignition oven test showing gradation and AC Content, Maximum Specific Gravity (ASTM D 2041), Bulk Specific Gravity (ASTM D 2726) and % Air Voids (ASTM D 3203). Calculations of the results (including weight data) shall be shown on the "Voids 1" and "IGN & NUC AC 1" tab printouts from the Division of Highways QC/QA Package Daily HMA Plant Reporting module.

C. A certification from the quarry for the total quantity of aggregate listing the source, gradation type, and quality designation of aggregate shipped. The Aggregate Certification of Compliance (AER18) may be used by the contractor for this purpose.

D. Original asphalt shipping tickets listing the source and type of asphalt shipped.

E. Check sample tests at a rate of 1/5000 tons randomly selected by the R.E. shall be sent with an identification sheet to an independent laboratory designated by the Division of Aeronautics. If the project is < 5000 tons, 1 sample selected randomly shall be sent.

F. Bituminous Test Summary (AER 14) Note: The R.E. should make certain that the Contractor fills this form out daily (for mix production days) and distributes it daily to the Division of Aeronautics and R.E. The Contractor (QC Manager) is required to note any adjustments to the mix or to the plant (proportioning) in the "Remarks/Corrective Measures" section of the AER 14.

V. QUALITY CONTROL

A. Control Limits (Control Charts used for projects > 4000 tons per bituminous concrete pay item)

Target values shall be determined from the approved JMF. The target values shall be plotted on the control charts within the following control limits:

	Control Limits	
Parameter	Individual Test	Moving Avg. of 4
% Passing		
1/2 in.	± 7 %	±4 %
No. 4	±7 %	±4 %
No. 8	±5 %	±3 %
No. 30	±4 %	±2.5 %
No. 200 *	±2.0 % *	±1.0 % *
Asphalt Content	±0.45 %	±0.2 %

* No. 200 material percent's shall be based on washed samples. Dry sieve gradations (-200) shall be adjusted based on anticipated degradation in the mixing process.

B. Control Charts (Control Charts used for projects > 4000 tons per bituminous concrete pay item)

Standardized control charts shall be maintained by the Contractor at the field laboratory. The control charts shall be displayed and be accessible at the field laboratory at all times for review by the Engineer. The individual required test results obtained by the Contractor shall be recorded on the control chart immediately upon completion of a test, but no later than 24 hours after sampling. Only the required plant tests and resamples shall be recorded on the control chart. Any additional testing of check samples may be used for controlling the Contractor's processes, but shall be documented in the plant diary.

The results of assurance tests performed by the Resident Engineer will be posted as soon as available.

The following parameters shall be recorded on control charts:

1. Combined Gradation of Hot-Bin (Batch Plant) or Combined Belt Aggregate Samples (Drier Drum Plant) (% Passing 1/2 in., No. 4., No. 8, No. 30, and No. 200 Sieves)

2. Asphalt Content

3. Bulk Specific Gravity (G_{mb})

4. Maximum Specific Gravity of Mixture (G_{mm}) C.

Corrective Action for Required Plant Tests

Control Limits for each required parameter, both individual tests and the average of four tests, shall be exhibited on control charts. Test results shall be posted within the time limits previously outlined.

1. Individual Test Result. When an individual test result exceeds its control limit, the Contractor shall immediately resample and retest. If at the end of the day no material remains from which to resample, the first sample taken the following day shall serve as the resample as well as the first sample of the day. This result shall be recorded as a retest. If the retest passes, the Contractor may continue the required plant test frequency. Additional check samples should be taken to verify mix compliance.

2. Asphalt Content. If the retest for asphalt content exceeds control limits, mix production shall cease and immediate corrective action shall be instituted by the Contractor. After corrective action, mix production shall be restarted, the mix production shall be stabilized, and the Contractor shall immediately resample and retest. Mix production may continue when approved by the Engineer. The corrective action shall be documented.

   Inability to control mix production is cause for the Engineer to stop the operation until the Contractor completes the investigation identifying the problems causing failing test results.

3. Combined Aggregate/Hot-Bin. For combined aggregate/hot-bin retest failures, immediate corrective action shall be instituted by the Contractor. After corrective action, the Contractor shall immediately resample and retest. The corrective action shall be documented.

   a. Moving Average. When the moving average values trend toward the moving average control limits, the Contractor shall take corrective action and increase the sampling and testing frequency. The corrective action shall be documented.

      The Contractor shall notify the Engineer whenever the moving average values exceed the moving average control limits. If two consecutive moving average values fall outside the moving average control limits, the

Contractor shall cease operations. Corrective action shall be immediately instituted by the Contractor. Operations shall not be reinstated without the approval of the Engineer. Failure to cease operations shall subject all subsequently produced material to be considered unacceptable.

b. Mix Production Control. If the Contractor is not controlling the production process and is making no effort to take corrective action, the operation shall stop.

VI. TEST SECTION AND DENSITY ACCEPTANCE **(Note: Applies only when specified.)**

A. The purpose of the test section is to determine if the mix is acceptable and can be compacted to a consistent passing density.

A quick way to determine the compaction of the mix is by the use of a nuclear density gauge in the construction of a growth curve. An easy way to construct a growth curve is to use a good vibratory roller. To construct the curve, an area the width of the roller in the middle of the mat is chosen and the roller is allowed to make one compaction pass. With the roller stopped some 30 feet away, a nuclear reading is taken and the outline of the gauge is marked on the pavement. The roller then makes a compaction pass in the opposite direction and another reading is taken. This scenario is continued until at least two (2) passes are made past the maximum peak density obtained.

The maximum laboratory density potential of a given mix is a direct function of the mix design air voids. Whereas, the actual maximum field density is a function of the type of coarse aggregates, natural or manufactured sands, lift thickness, roller type (static or vibratory), roller and paver speed, base condition, mix variation, etc. All of these items are taken into consideration with the growth curve.

1. High Density in the Growth Curve. If the growth curve indicates a maximum achievable field density of between 95 to 98 percent of the Theoretical Maximum Density (D), you can proceed with the Rolling Pattern. On the other hand, if the maximum achievable density is greater than 98 percent, a quick evaluation (by use of an extractor, hot bin gradations, nuclear asphalt determination, etc.) must be made of the mix. When adjustments are made in the mix, a new growth curve shall be constructed.

2. Low Density in the Growth Curve. If the growth curve indicates the maximum achievable density is below 94 percent, a thorough evaluation of the mix, rollers, and laydown operations should be made. After a thorough evaluation of all factors (mix, rollers, etc.), asphalt or gradation changes may be in order as directed by the Engineer. Again, any changes in the mix will require a new growth curve. Note that the nuclear density test is a quality control tool and not an acceptance test. All acceptance testing is to be conducted by the use of cores, unless otherwise specified.

3. Acceptance of Test Section. The Contractor may proceed with paving the day after the test section provided the following criteria have been met:

   a. Four random locations (2 cores per location cut longitudinally and cored by the Contractor) will be selected by the Engineer within the test strip. All the cores must show a minimum of 94% density.

   b. All Superpave and extraction test results from mix produced for the test section must be within the tolerances required by specification.

   c. The Contractor shall correlate his nuclear gauge to the cores taken in the test section. Additional cores may be taken at the Contractor's expense for this purpose within the test section area, when approved by the Engineer.

4. Density Acceptance under Production Paving. The responsibility for obtaining the specified density lies with the Contractor. Therefore, it is important that the nuclear density gauge operator communicate with the roller operators to maintain the specified density requirements. The Contractor shall provide a qualified HMA Density Tester who has successfully completed the Department's "HMA Nuclear Density Testing Course" to run all required density tests on the job site. Density acceptance testing, unless otherwise specified, is described as follows:

   a. The Contractor shall cut cores at random locations within 500 ton sublots as directed by the Resident Engineer.

   b. The cores should be extracted so as not to damage them, since they are used to calculate the Contractor's pay.

   c. The Engineer will run preliminary G_{mb} tests on the cores to give the Contractor an indication of how compaction is running for the next day's paving.

   d. A running average of four (4) Maximum Theoretical Gravities (G_{mm}) will be used for calculating percent compaction.

   e. Final core density tests and pay calculations will be performed by the Resident Engineer and delivered to the Contractor.

   f. Should the contractor wish to resample the pavement as a result of pay calculations resulting in less than 100% payment the request must be made within 48 hours of receipt of the original payment calculation.

Steven J. Long, P.E. Acting Chief Engineer

Supersedes Policy Memorandum 2003-1 dated May 1, 2014

APPENDIX A

AGGREGATE BITUMINOUS BASE COURSE

Percentage by Weight Passing Sieves Job Mix Formula (JMF)		
Sieve Size	Gradation B Range 1" Maximum	Ideal Target
1-1/4 in.	---	---
1 in.	100	100
3/4 in.	93 – 97	95
1/2 in.	75 – 79	77
3/8 in.	64 – 68	66
No. 4	45 – 51	48
No. 8	34 – 40	37
No. 16	27 – 33	30
No. 30	19 – 23	21
No. 100	6 – 10	8
No. 200	4 – 6	5
Bitumen %: Stone	4.5 – 7.0	5.5

AGGREGATE BITUMINOUS SURFACE COURSE

Percentage by Weight Passing Sieves Job Mix Formula (JMF)		
Sieve Size	Gradation B Range ¾" Maximum	Ideal Target
1 in.	100	---
3/4 in.	100	100
1/2 in.	99 - 100	100
3/8 in.	91 - 97	94
No. 4	56 – 62	59
No. 8	36 - 42	39
No. 16	27 - 32	30
No. 30	19 - 25	22
No. 100	7 – 9	8
No. 200	5 – 7	6
Bitumen %: Stone	5.0 – 7.0	6.0

LETTING ITEM NO. 01A
IDOT LETTING JULY 31, 2020

DK061
TOTAL SHEETS = 31

CITY OF DEKALB
DEKALB COUNTY, ILLINOIS

FINAL PLANS
FOR
DEKALB TAYLOR MUNICIPAL AIRPORT

RESURFACE RUNWAY 2-20

ILLINOIS PROJECT: DKB-4800
S.B.G. PROJECT: 3-17-SBGP-156/TBD

JUNE 5, 2020

811 Know what's below. Call before you dig.

J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM 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 AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

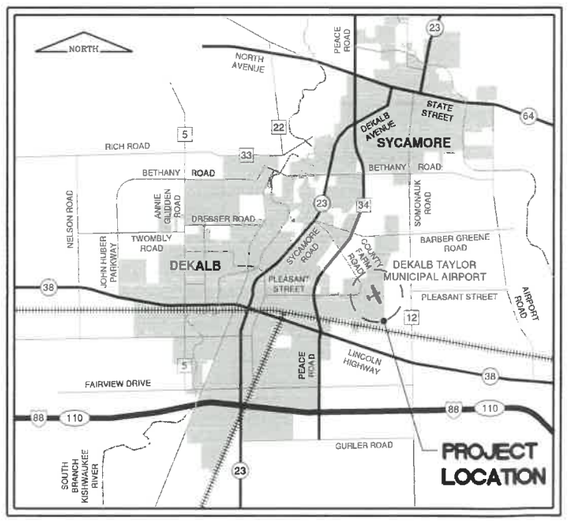
CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

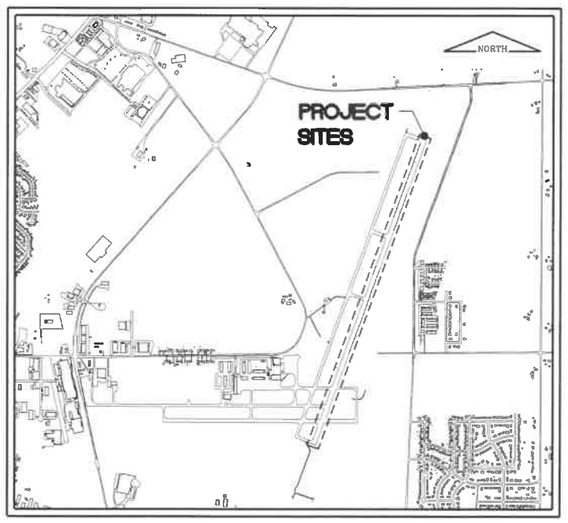
CITY OF DEKALB
DEKALB TAYLOR MUNICIPAL AIRPORT
3232 PLEASANT STREET
DEKALB, ILLINOIS 60115
Telephone: 815.748.8102

APPROVED BY Renee Riani
RENEE RIANI/AIRPORT MANAGER

DATE JUNE 5, 2020



LOCATION MAP



SITE PLAN

CALL J.U.L.I.E. BEFORE
EXCAVATING AT 811
DEKALB TAYLOR MUNICIPAL AIRPORT

TOWNSHIP: 40 NORTH
RANGE: 5 EAST
SECTION: 17, 18 AND 19
COUNTY: DEKALB
TOWNSHIP: CORTLAND

DESIGN INFORMATION

DESIGN AIRCRAFT APPROACH CATEGORY D
DESIGN AIRCRAFT GROUP III (GULFSTREAM V)

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200248-02

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MATTHEW N. DEMOS 062-052381 STATE OF ILLINOIS
EXPIRES: 11-30-21

SUBMITTED BY Matthew N. Demos, P.E.

DATE JUNE 5, 2020

XREF DWG: CMT NCS Title.dwg
IMAGE FILES: DTMA Logo-Black.jpg
DATE: Friday, June 5, 2020 7:15:08 AM
FILE: K:\DeKalb\Jobs\200246\02-00_ResurfaceRwy 2-20\Draw\Sheets\200246\02- Quantities.dwg
UPDATE BY: Jim Ohse
LAYOUT: Layout1

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4. CONSTRUCTION ACTIVITY PLAN NOTES SHEET 1 OF 2
5. CONSTRUCTION ACTIVITY PLAN NOTES SHEET 2 OF 2
6. CONSTRUCTION ACTIVITY PLAN INDEX
7. CONSTRUCTION ACTIVITY PLAN - WORK AREA 1, 3 AND 5 (RWY 2-20 CLOSED)
8. CONSTRUCTION ACTIVITY PLAN - WORK AREA 2 AND 4 (RWY 2-20 AND 9-27 CLOSED)
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29. GROOVING PLAN AND DETAILS
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SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR125941	ADJUST STAKE MOUNTED LIGHT	EACH	85	
AR125942	ADJUST BASE MOUNTED LIGHT	EACH	16	
AR125946	ADJUST SPLICE CAN	EACH	6	
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR150520	MOBILIZATION	LS	1	
AR152480	SHOULDER ADJUSTMENT	SY	33,460	
AR156520	INLET PROTECTION	EACH	12	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	7,000	
AR201663	SAND MIX CRACK REPAIR	LF	1,400	
AR401610	BITUMINOUS SURFACE COURSE	TON	10,420	
AR401620	BITUMINOUS SURFACE COURSE, LEVELING	TON	14,010	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401640	BITUMINOUS PAVEMENT GROOVING	SY	63,294	
AR401650	BITUMINOUS PAVEMENT MILLING	SY	78,065	
AR401655	BUTT JOINT CONSTRUCTION	SY	4,110	
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	50	
AR401915	REM & REP BIT PAVEMENT - TYPE A	SY	500	
AR401916	REM & REP BIT PAVEMENT - TYPE B	SY	100	
AR603510	BITUMINOUS TACK COAT	GAL	26,340	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	91,720	
AR705944	ADJUST UNDERDRAIN CLEANOUT	EACH	32	
AR751943	ADJUST MANHOLE	EACH	1	
AR901510	SEEDING	ACRE	7.0	
AR908510	HEAVY DUTY HYDRAULIC MULCH	ACRE	7.0	

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

INDEX TO SHEETS/SUMMARY OF QUANTITIES

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DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200246-02

XREF DWG: C:\MTN\SS\Sbg.dwg
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UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:15:15 AM
FILE: K:\Dekalb\...\20024802-00_ResurfaceRw2-20\Drawn\Sheets\20024802 - Site Plan.dwg

LEGEND

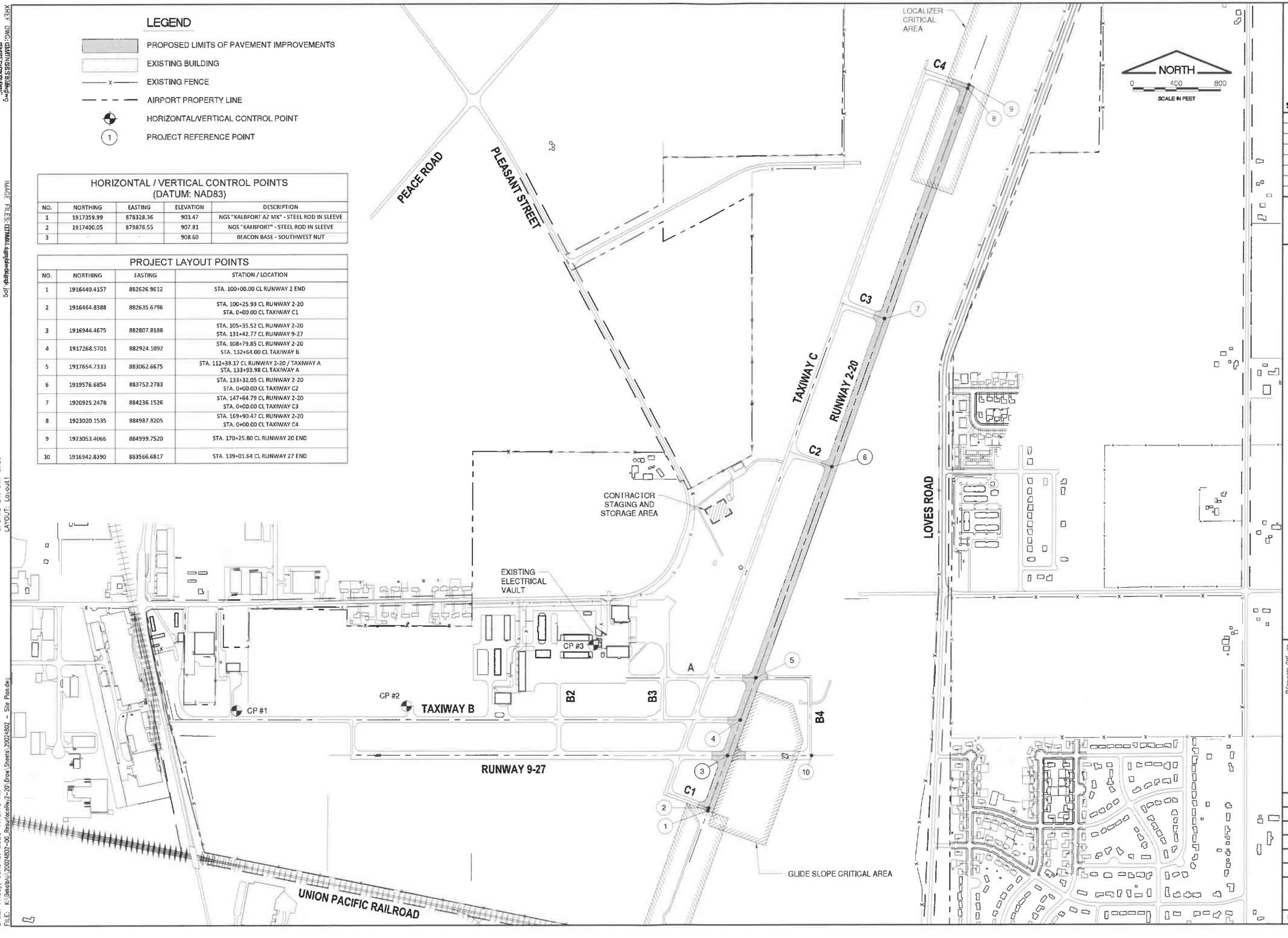
- PROPOSED LIMITS OF PAVEMENT IMPROVEMENTS
- EXISTING BUILDING
- EXISTING FENCE
- AIRPORT PROPERTY LINE
- HORIZONTAL/VERTICAL CONTROL POINT
- (1) PROJECT REFERENCE POINT

HORIZONTAL / VERTICAL CONTROL POINTS (DATUM: NAD83)

NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	1917359.99	878328.36	903.47	NGS "KALBPORT AZ MK" - STEEL ROD IN SLEEVE
2	1917400.05	879876.55	907.81	NGS "KALBPORT" - STEEL ROD IN SLEEVE
3	-	-	908.60	BEACON BASE - SOUTHWEST NUT

PROJECT LAYOUT POINTS

NO.	NORTHING	EASTING	STATION / LOCATION
1	1916440.4157	882626.9612	STA. 100+00.00 CL RUNWAY 2 END
2	1916464.8388	882635.6796	STA. 100+25.93 CL RUNWAY 2-20 STA. 0+00.00 CL TAXIWAY C1
3	1916944.4675	882807.8188	STA. 105+35.52 CL RUNWAY 2-20 STA. 131+42.77 CL RUNWAY 9-27
4	1917268.5701	882924.1092	STA. 108+79.85 CL RUNWAY 2-20 STA. 132+64.00 CL TAXIWAY B
5	1917654.7333	883062.6675	STA. 112+39.17 CL RUNWAY 2-20 / TAXIWAY A STA. 133+93.98 CL TAXIWAY A
6	1919576.6854	883752.2783	STA. 133+32.05 CL RUNWAY 2-20 STA. 0+00.00 CL TAXIWAY C2
7	1920925.2478	884236.1526	STA. 147+64.79 CL RUNWAY 2-20 STA. 0+00.00 CL TAXIWAY C3
8	1923020.1535	884987.8205	STA. 169+90.47 CL RUNWAY 2-20 STA. 0+00.00 CL TAXIWAY C4
9	1923053.4066	884999.7520	STA. 170+25.80 CL RUNWAY 20 END
10	1916942.8390	883566.6817	STA. 139+01.64 CL RUNWAY 27 END



IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-166/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

SITE PLAN/PROJECT CONTROL PLAN

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DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

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DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

XREF DWG: CMT NCS TBall.dwg
IMAGE FILES: DTMA Logo-Black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:57:59 AM
FILE: K:\Dekalb\200248240 Resurface Rwy 2-20\Dwg\Sheets\200248G2 - Const Activity Plan Notes - 1.dwg

GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

1. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

1. TOTAL CONTRACT TIME SHALL BE 50 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

WORK AREAS AND DESCRIPTIONS

MOBILIZATION

COMPLETE MOBILIZATION DURING THE MOBILZATION TIME PERIOD.

BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK

AN AREA LOCATED ON RUNWAY 2-20 WILL BE DEDICATED FOR USE FOR A BITUMINOUS TEST STRIP. THIS WORK WILL INCLUDE, BUT NOT LIMITED TO, BITUMINOUS MILLING AND REPLACEMENT, AND PRE-CONSTRUCTION FIELD WORK.

WORK AREA 1A (RUNWAY 2-20 CLOSED)

WORK AREA 1A GENERALLY INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS, EDGE LIGHT ADJUSTMENTS, AND PAVEMENT MARKING (FIRST COAT) WITHIN THE RSA OF RUNWAY 2-20, BETWEEN THE NORTH TOFA LIMITS OF TAXIWAY A AND THE RUNWAY 20 END.

WORK AREA 1B (ALL RUNWAYS CLOSED)

WORK AREA 1B GENERALLY INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS, EDGE LIGHT ADJUSTMENTS, AND PAVEMENT MARKING (FIRST COAT) WITHIN THE RSA OF RUNWAY 2-20 AND OFZ OF RUNWAY 9-27, BETWEEN THE NORTH TOFA LIMITS OF TAXIWAY A AND THE RUNWAY 2 END.

WORK AREA 2A (RUNWAY 2-20 CLOSED

WORK AREA 2A GENERALLY INCLUDES BITUMINOUS GROOVING AND SECOND COAT OF PAVEMENT MARKING WITHIN THE RSA OF RUNWAY 2-20, BETWEEN THE NORTH TOFA LIMITS OF TAXIWAY A AND THE RUNWAY 20 END.

WORK AREA 2B (ALL RUNWAYS CLOSED)

WORK AREA 2B GENERALLY INCLUDES BITUMINOUS GROOVING AND SECOND COAT OF PAVEMENT MARKING WITHIN THE RSA OF RUNWAY 2-20 AND OFZ OF RUNWAY 9-27, BETWEEN THE NORTH TOFA LIMITS OF TAXIWAY A AND THE RUNWAY 2 END.

RESTRICTIONS

GENERAL (ALL WORK AREAS)

ALL WORK AREAS WITHIN AN RSA OR TOFA MUST BE RESTORED AND INSPECTED TO MEET FAA SAFETY CRITERIA PER THE CONTRACTOR'S CSPP PRIOR TO RETURNING THE AREA TO AIR TRAFFIC OPERATIONS. SEE CSPP NOTES IN THE PLANS FOR ADDITIONAL INFORMATION ON INSPECTION REQUIREMENTS.

ALL WORK AREAS ARE LOCATED INSIDE THE AOA SECURITY FENCE, AND ARE SUBJECT TO THE LIMITATIONS DESCRIBED IN SPECIFICATIONS, PART 1 - GENERAL PROVISIONS.

WORK CONDUCTED UTILIZING EXTENDED CLOSURES OF AIRFIELD PAVEMENTS AS INDICATED IN THE PLANS WILL ALLOW THE CONTRACTOR TO CONDUCT WORK 24 HOURS A DAY, 7 DAYS A WEEK OR UNLESS SPECIFICALLY NOTED FOR THE RESTRICTIONS IN EACH WORK AREA. THE CLOSURES WILL ALLOW THE CONTRACTOR TO COMPLETE ALL WORK INSIDE THE RESPECTIVE TOFA, OFZ OR RSA, AND TO A DISTANCE OUTSIDE THESE AREAS AS NOT TO RE-ENCROACH THE TOFA, OFZ OR RSA WITH MANPOWER OR EQUIPMENT ONCE THE CLOSURE PERIOD IS CONCLUDED.

SIMULTANEOUS CLOSURES OF AIRFIELD PAVEMENTS TO COMPLETE WORK IN MORE THAN ONE WORK AREA AT A TIME WILL NOT BE ALLOWED EXCEPT AS SPECIFCALLY NOTED.

EITHER RUNWAY 2-20 OR RUNWAY 9-27 MUST BE OPEN DURING THE WEEK-LONG AIRVENTURE 2021 OSHKOSH FLY-IN SCHEDULED FOR THE LAST WEEK IN JULY. THIS EVENT MUST BE ACCOUNTED FOR IN THE FINAL CONSTRUCTION SCHEDULE.

BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK

THE BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK MUST BE COMPLETED AND ACCEPTED PRIOR TO CLOSING AIRFIELD PAVEMENTS FOR PRODUCTION WORK IN ALL WORK AREAS.

THE SCHEDULED RUNWAY 2-20 CLOSURE FOR THIS WORK WILL BE LIMITED TO TWO (2) CONTINUOUS WEEKDAYS ONLY, STARTING AT 7:00 AM ON WEEKDAY NO. 1 AND ENDING BY 5:00 PM ON THE FOLLOWING WEEKDAY, BEFORE RE-OPENING RUNWAY 2-20 TO AIRCRAFT OPERATIONS. RUNWAY 9-27 WILL CONTINUALLY BE OPEN FOR AIRCRAFT OPERTIONS DURING THIS PERIOD. THIS CLOSURE PERIOD CAN NOT INCLUDE A WEEKEND OR HOLIDAY IN BETWEEN THE WEEKDAY CLOSURES.

WORK AREA 1A (RUNWAY 2-20 CLOSED)

AN EXTENDED CLOSURE OF RUNWAY 2-20 IS REQUIRED TO COMPLETE WORK WITHN THE RSA OF THE RUNWAY, EXCLUDING GROOVING AND SECOND COAT OF PAVEMENT MARKING. SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR THIS AREA WILL BE LIMITED TO A CONTINUOUS 45 CALENDAR-DAY PERIOD. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING RUNWAY 2-20 TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

RUNWAY 9-27 WILL CONTINUALLY BE OPEN FOR AIRCRAFT OPERATIONS EXCEPT AS NOTED FOR WORK AREA 1B.

WORK AREA 1B (ALL RUNWAYS CLOSED)

AN EXTENDED SIMULTANEOUS CLOSURE OF BOTH RUNWAY 2-20 AND RUNWAY 9-27 IS REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20, OFZ OF RUNWAY 9-27, AND TOFA OF TAXIWAY A (EAST OF TAXIWAY C). SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR THIS AREA WILL BE LIMITED TO A CONTINUOUS 14 CALENDAR-DAY PERIOD. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING RUNWAY 2-20 AND RUNWAY 9-27 TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 1B MUST OCCUR WITHIN THE CLOSURE PERIOD FOR WORK AREA 1A.

WORK AREA 2A (RUNWAY 2-20 CLOSED)

AN EXTENDED CLOSURE OF RUNWAY 2-20 IS REQUIRED TO COMPLETE WORK WITHN THE RSA OF THE RUNWAY.

THE CONTRACTOR MUST ALLOW ALL NEW BITUMINOUS PAVEMENTS TO CURE A MINIMUM OF 30 DAYS PRIOR TO GROOVING OPERATIONS AND SECOND COAT OF PAVEMENT MARKING. ALL PAVEMENT GRADE CORRECTIONS AND SMOOTHNESS REMEDIES MUST BE COMPLETED AND ACCEPTED BY THE ENGINEER PRIOR TO GROOVING.

SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR BITUMINOUS GROOVING AND SECOND COAT OF PAVEMENT MARKING IN THIS AREA WILL BE LIMITED TO ONE (1) WEEK STARTING AT 7:00 AM ON MONDAY UNTIL 5:00 PM THE FOLLOWING FRIDAY, BEFORE RE-OPENING RUNWAY 2-20 TO AIRCRAFT OPERATIONS.

RUNWAY 9-27 WILL CONTINUALLY BE OPEN FOR AIRCRAFT OPERATIONS EXCEPT AS NOTED FOR WORK AREA 2B.

WORK AREA 2B (ALL RUNWAYS CLOSED)

AN EXTENDED SIMULTANEOUS CLOSURE OF BOTH RUNWAY 2-20 AND RUNWAY 9-27 IS REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20, OFZ OF RUNWAY 9-27, AND TOFA OF TAXIWAY A (EAST OF TAXIWAY C).

THE CONTRACTOR MUST ALLOW ALL NEW BITUMINOUS PAVEMENTS TO CURE A MINIMUM OF 30 DAYS PRIOR TO GROOVING OPERATIONS AND SECOND COAT OF PAVEMENT MARKING. ALL PAVEMENT GRADE CORRECTIONS AND SMOOTHNESS REMEDIES MUST BE COMPLETED AND ACCEPTED BY THE ENGINEER PRIOR TO GROOVING.

SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR THIS AREA WILL BE LIMITED TO TWO (2) CONTINUOUS WEEKDAYS ONLY, STARTING AT 7:00 AM ON WEEKDAY NO. 1 AND ENDING BY 5:00 PM ON THE FOLLOWING WEEKDAY, BEFORE RE-OPENING RUNWAY 2-20 AND RUNWAY 9-27 TO AIRCRAFT OPERATIONS.

WORK WITHIN WORK AREA 2B MUST OCCUR WITHIN THE CLOSURE PERIOD FOR WORK AREA 2A.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. NAVAIDS THAT COULD BE AFFECTED

1. THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID.
2. EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A CLOSURE PERIOD ON ANY ASSOCIATED PAVEMENTS. IF THE LIGHTING CIRCUIT MUST BE ON FOR OPEN PAVEMENT AREAS, CLOSED PAVEMENT AREA LIGHTS SHALL BE COVERED COMPLETELY.
3. EXCEPT WHERE NOTED IN THE PLANS, EXISTING COMMUNICATIONS EQUIPMENT AND NAVIGATIONAL AIDS (NAVAIDS) SHALL NOT BE DISTURBED BY THE CONTRACTOR AND SHALL BE PROTECTED FROM DAMAGE.
4. PRIOR TO BEGINNING SITE WORK, CONTRACTOR SHALL COORDINATE THROUGH AIRPORT OPERATIONS TO LOCATE, AND THE CONTRACTOR TO MARK ALL UNDERGROUND COMMUNICATIONS CABLES AND FACILITIES, WITHIN THE PROJECT AREA.
5. IF CONTRACTOR CAUSES INTERRUPTION OF POWER OR COMMUNICATIONS TO A NAVAID CONTRACTOR SHALL REPAIR WITHIN 24 HOURS AT THE CONTRACTOR'S COST. CONTRACTOR MUST COORDINATE REPAIR WITH AIRPORT OPERATIONS BEFORE ANY REPAIR IS MADE.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATE(S) SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE CLOSED DURING WORK HOURS.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
4. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER SECTION 70-10 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.
5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, ASPHALT, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA FENCE, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL THAT HAS OBTAINED PROPER DRIVING PRIVILEGES.
6. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE AIRPORT UNICOM (122.70 MHZ) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY SATISFIED THE AIRPORT OF THEIR COMPETENCE MAY OPERATE THESE RADIOS.
7. THE CONTRACTORS STORAGE AND STAGING AREAS WILL BE AS SHOWN ON THE SITE PLAN.
8. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
9. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREAS.
10. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
11. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTINGNAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
12. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE COMMON TRAFFIC ADVISORY FREQUENCY. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
13. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
14. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
15. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
16. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

IL. CONTRACT: **DK061**
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S.B.G. PROJECT: **3-17-SBGP-156/TBD**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

CONSTRUCTION ACTIVITY PLAN NOTES
SHEET 1 OF 2

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DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

XREF DWG: CMT NCS TBa.dwg
IMAGE FILES: DTMA Logo-Black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:15:23 AM
FILE: K:\Data\DeKalb\2020\200248\02-00 Resurface Rw 2-20\Draw\Sheets\200248002 - Const Activity Plan Notes - 2.dwg

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 10 DAYS NOTICE TO THE FAA AND AIRPORT PRIOR TO THE CLOSURE OF ANY RUNWAY SO THAT THE FAA MAY DEACTIVATE THE FAA - OWNED NAVAIDS.
3. THE CONTRACTOR SHALL GIVE A MINIMUM 30 DAYS NOTICE TO THE AIRPORT, AND PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, PRIOR TO CLOSING ANY RUNWAY OR TAXIWAY PAVEMENT SO THAT THE PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT FOR COORDINATION WITH THE AIRPORT TENANTS.
4. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBISTE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST EDITION MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

11. UNDERGROUND UTILITIES

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

13. SPECIAL CONDITIONS

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

14. RUNWAY AND TAXIWAY VISUAL AIDS

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
2. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2G OR LATEST EDITION.

15. MARKING AND SIGNS FOR ACCESS ROUTES

1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.

16. HAZARD MARKING AND LIGHTING

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5C OR LATEST EDITION AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

1. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.
2. LIGHTS SHALL CONSIST OF VEHICLE OR MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL NOT INTERFERE WITH AIR OPERATIONS. ANY WORK BEING PERFORMED UNDER INSUFFICIENT ARTIFICIAL LIGHTING, IN THE RESIDENT ENGINEER'S JUDGEMENT, SHALL BE STOPPED UNTIL SUCH TIME AS ADDITIONAL LIGHTING IS PROVIDED. ALL WORK PERFORMED DURING THAT TIME WILL NOT BE ACCEPTABLE UNTIL PROPER INSPECTION AND TESTING CAN BE MADE.

18. PROTECTION

1. ALL WORK REQUIRED INSIDE OF A RUNWAY SAFETY AREA, WILL REQUIRE THE RUNWAY TO BE CLOSED.
2. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WILL REQUIRE THE TAXIWAY TO BE CLOSED.

19. OTHER LIMITATIONS ON CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

CONSTRUCTION ACTIVITY PLAN NOTES
SHEET 2 OF 2

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DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 5 OF 31 SHEETS

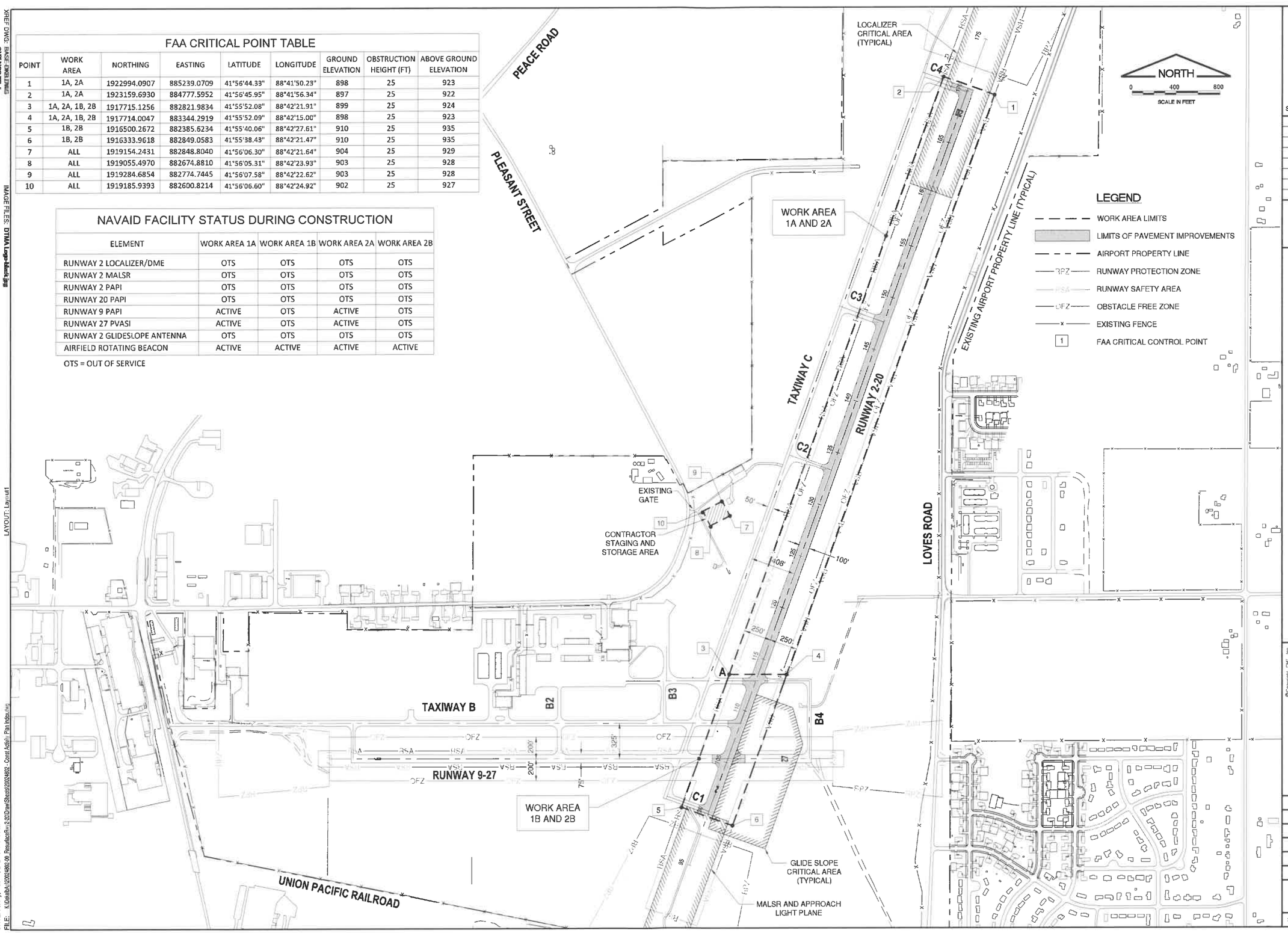
FAA CRITICAL POINT TABLE

POINT	WORK AREA	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT (FT)	ABOVE GROUND ELEVATION
1	1A, 2A	1922994.0907	885239.0709	41°56'44.33"	88°41'50.23"	898	25	923
2	1A, 2A	1923159.6930	884777.5952	41°56'45.95"	88°41'56.34"	897	25	922
3	1A, 2A, 1B, 2B	1917715.1256	882821.9834	41°55'52.08"	88°42'21.91"	899	25	924
4	1A, 2A, 1B, 2B	1917714.0047	883344.2919	41°55'52.09"	88°42'15.00"	898	25	923
5	1B, 2B	1916500.2672	882385.6234	41°55'40.06"	88°42'27.61"	910	25	935
6	1B, 2B	1916333.9618	882849.0583	41°55'38.43"	88°42'21.47"	910	25	935
7	ALL	1919154.2431	882848.8040	41°56'06.30"	88°42'21.64"	904	25	929
8	ALL	1919055.4970	882674.8810	41°56'05.31"	88°42'23.93"	903	25	928
9	ALL	1919284.6854	882774.7445	41°56'07.58"	88°42'22.62"	903	25	928
10	ALL	1919185.9393	882600.8214	41°56'06.60"	88°42'24.92"	902	25	927

NAVAID FACILITY STATUS DURING CONSTRUCTION

ELEMENT	WORK AREA 1A	WORK AREA 1B	WORK AREA 2A	WORK AREA 2B
RUNWAY 2 LOCALIZER/DME	OTS	OTS	OTS	OTS
RUNWAY 2 MALSR	OTS	OTS	OTS	OTS
RUNWAY 2 PAPI	OTS	OTS	OTS	OTS
RUNWAY 20 PAPI	OTS	OTS	OTS	OTS
RUNWAY 9 PAPI	ACTIVE	OTS	ACTIVE	OTS
RUNWAY 27 PVASI	ACTIVE	OTS	ACTIVE	OTS
RUNWAY 2 GLIDESLOPE ANTENNA	OTS	OTS	OTS	OTS
AIRFIELD ROTATING BEACON	ACTIVE	ACTIVE	ACTIVE	ACTIVE

OTS = OUT OF SERVICE



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DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

CONSTRUCTION ACTIVITY PLAN INDEX

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SHEET 6 OF 31 SHEETS

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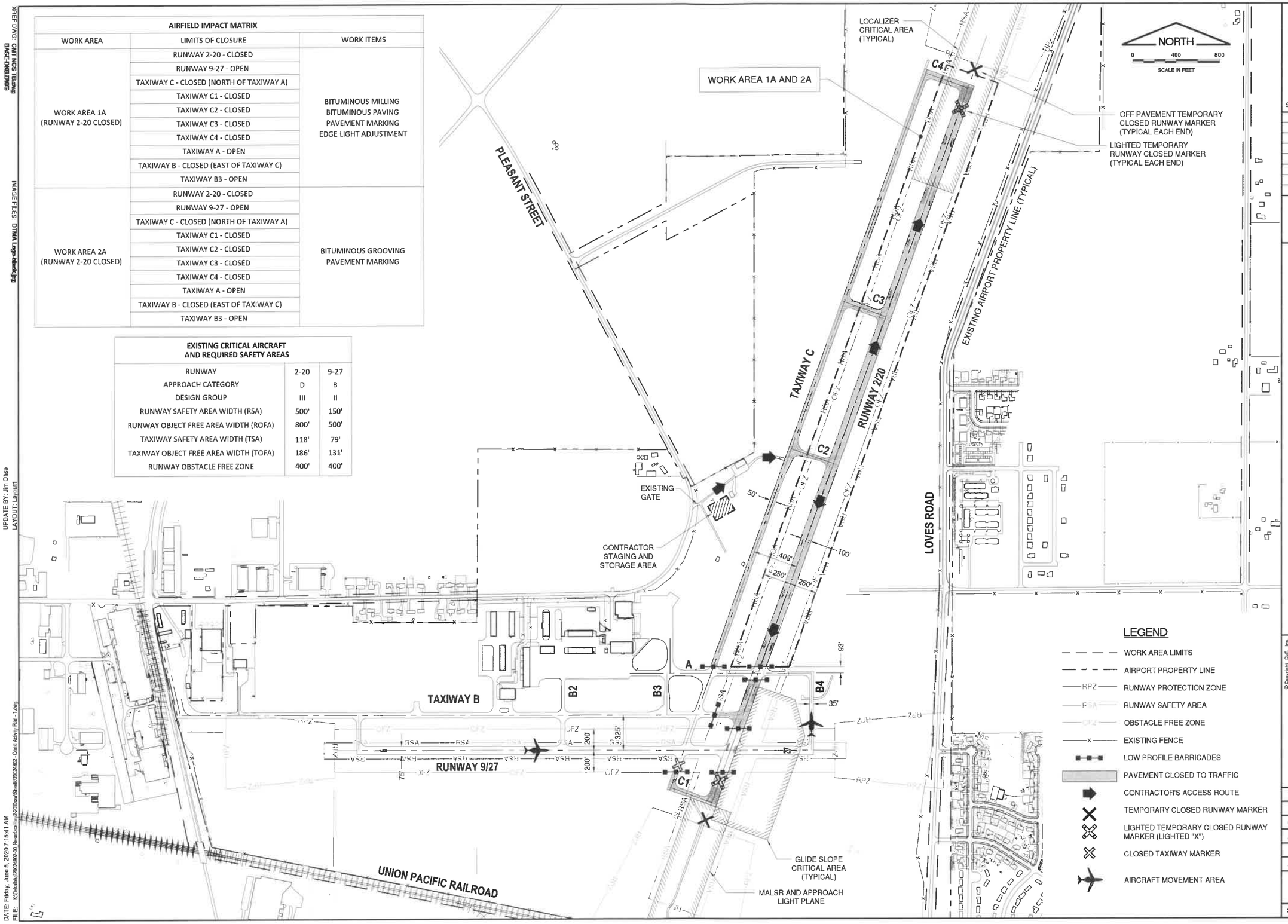
AIRFIELD IMPACT MATRIX		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA 1A (RUNWAY 2-20 CLOSED)	RUNWAY 2-20 - CLOSED	BITUMINOUS MILLING BITUMINOUS PAVING PAVEMENT MARKING EDGE LIGHT ADJUSTMENT
	RUNWAY 9-27 - OPEN	
	TAXIWAY C - CLOSED (NORTH OF TAXIWAY A)	
	TAXIWAY C1 - CLOSED	
	TAXIWAY C2 - CLOSED	
	TAXIWAY C3 - CLOSED	
	TAXIWAY C4 - CLOSED	
	TAXIWAY A - OPEN	
	TAXIWAY B - CLOSED (EAST OF TAXIWAY C)	
	TAXIWAY B3 - OPEN	
WORK AREA 2A (RUNWAY 2-20 CLOSED)	RUNWAY 2-20 - CLOSED	BITUMINOUS GROOVING PAVEMENT MARKING
	RUNWAY 9-27 - OPEN	
	TAXIWAY C - CLOSED (NORTH OF TAXIWAY A)	
	TAXIWAY C1 - CLOSED	
	TAXIWAY C2 - CLOSED	
	TAXIWAY C3 - CLOSED	
	TAXIWAY C4 - CLOSED	
	TAXIWAY A - OPEN	
	TAXIWAY B - CLOSED (EAST OF TAXIWAY C)	
	TAXIWAY B3 - OPEN	

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS		
RUNWAY	2-20	9-27
APPROACH CATEGORY	D	B
DESIGN GROUP	III	II
RUNWAY SAFETY AREA WIDTH (RSA)	500'	150'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'	500'
TAXIWAY SAFETY AREA WIDTH (TSA)	118'	79'
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	186'	131'
RUNWAY OBSTACLE FREE ZONE	400'	400'



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S.B.G. PROJECT: **3-17-SBGP-156/TBD**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

CONSTRUCTION ACTIVITY PLAN
WORK AREA 1A AND 2A
(RUNWAY 2-20 CLOSED)

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SHEET 7 OF 31 SHEETS

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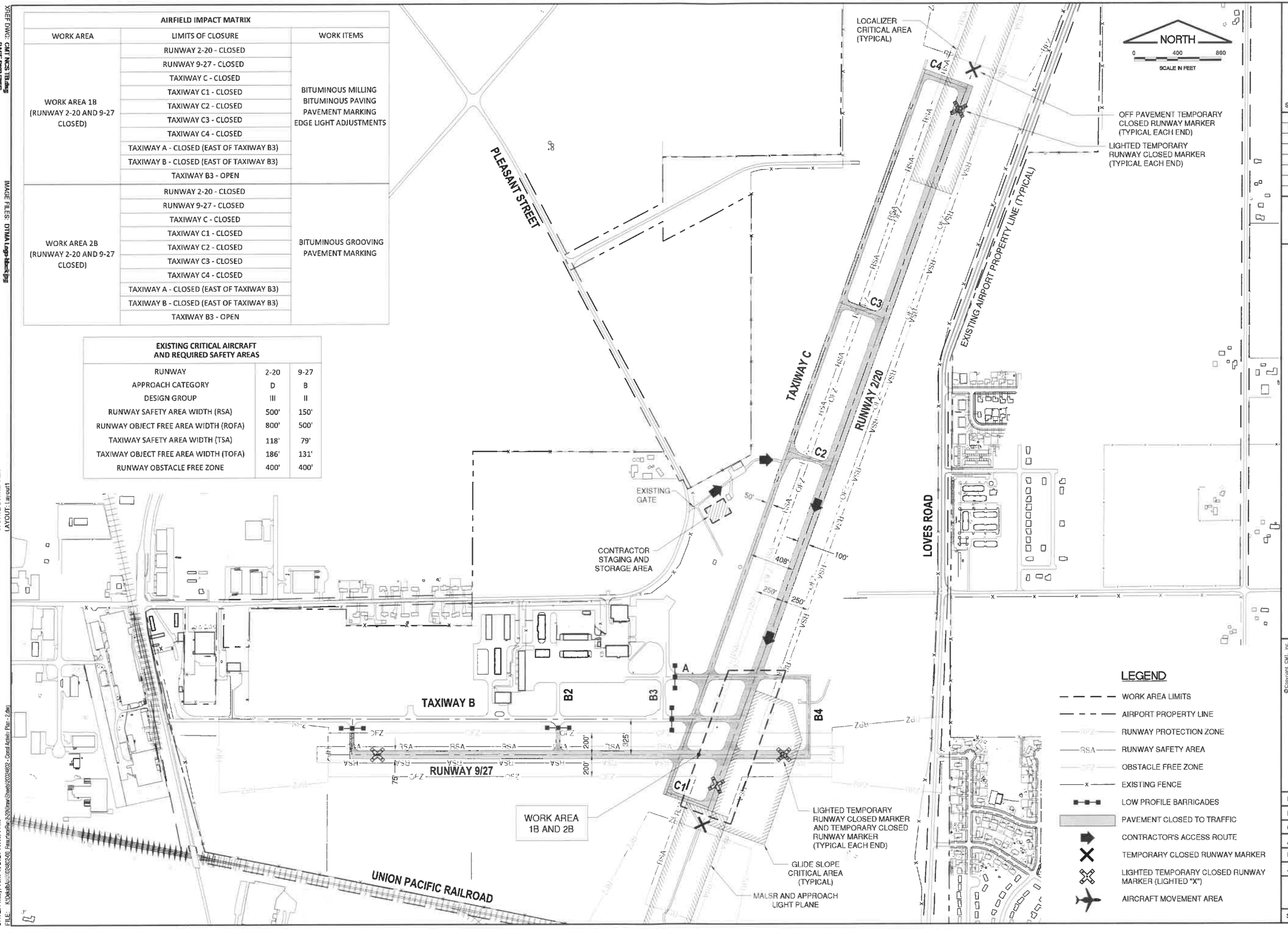
AIRFIELD IMPACT MATRIX		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA 1B (RUNWAY 2-20 AND 9-27 CLOSED)	RUNWAY 2-20 - CLOSED	BITUMINOUS MILLING BITUMINOUS PAVING PAVEMENT MARKING EDGE LIGHT ADJUSTMENTS
	RUNWAY 9-27 - CLOSED	
	TAXIWAY C - CLOSED	
	TAXIWAY C1 - CLOSED	
	TAXIWAY C2 - CLOSED	
	TAXIWAY C3 - CLOSED	
	TAXIWAY C4 - CLOSED	
	TAXIWAY A - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY B - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY B3 - OPEN	
WORK AREA 2B (RUNWAY 2-20 AND 9-27 CLOSED)	RUNWAY 2-20 - CLOSED	BITUMINOUS GROOVING PAVEMENT MARKING
	RUNWAY 9-27 - CLOSED	
	TAXIWAY C - CLOSED	
	TAXIWAY C1 - CLOSED	
	TAXIWAY C2 - CLOSED	
	TAXIWAY C3 - CLOSED	
	TAXIWAY C4 - CLOSED	
	TAXIWAY A - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY B - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY B3 - OPEN	

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS		
RUNWAY	2-20	9-27
APPROACH CATEGORY	D	B
DESIGN GROUP	III	II
RUNWAY SAFETY AREA WIDTH (RSA)	500'	150'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'	500'
TAXIWAY SAFETY AREA WIDTH (TSA)	118'	79'
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	186'	131'
RUNWAY OBSTACLE FREE ZONE	400'	400'



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IL. PROJECT: DKB-4800
S.B.G. PROJECT: 3-17-SBGP-156/TBD

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

CONSTRUCTION ACTIVITY PLAN
WORK AREA 1B AND 2B
(RUNWAY 2-20 AND 9-27 CLOSED)

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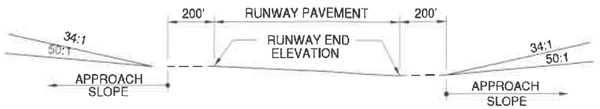
CLOSED RUNWAY MARKER NOTES

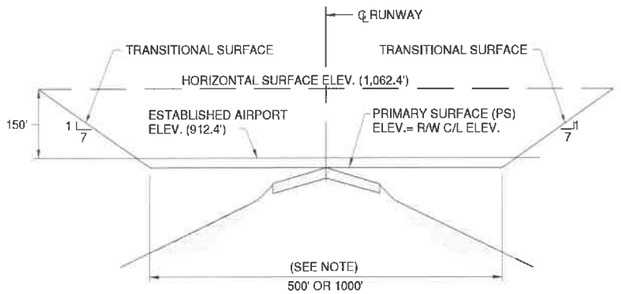
1. DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT.
2. FOR RUNWAY CLOSURES THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING YELLOW CROSSES AT THE LOCATION AND DIMENSIONS DETAILED ON THE SEQUENCE OF CONSTRUCTION AND PER AC 150/5370-2 (LATEST EDITION). THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.
3. THE CONTRACTOR SHALL ALSO PROVIDE AND INSTALL LIGHTED "X"S ON EACH END OF A CLOSED RUNWAY, AND SHALL BE REQUIRED TO MAINTAIN THE LIGHTED "X"S DURING EACH CLOSURE PERIOD.
4. TEMPORARY CLOSED RUNWAY MARKERS SHALL BE YELLOW.
5. TEMPORARY MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
6. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
7. MARKERS AND LIGHTED "X"S ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN. LIGHTED "X"S SHALL FACE THE APPROACH OF EACH RUNWAY END.
8. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS AND LIGHTED "X"S SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



TYPICAL PROFILE
F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

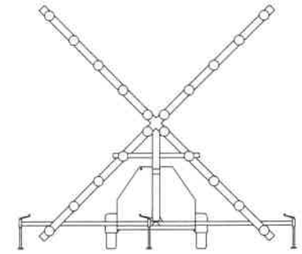
RUNWAY END	ELEVATION	APPROACH SLOPE
2	912.6	50:1
20	903.7	34:1
9	911.4	34:1
27	911.7	34:1



TYPICAL SECTION
F.A.R. PART 77 IMAGINARY SURFACES

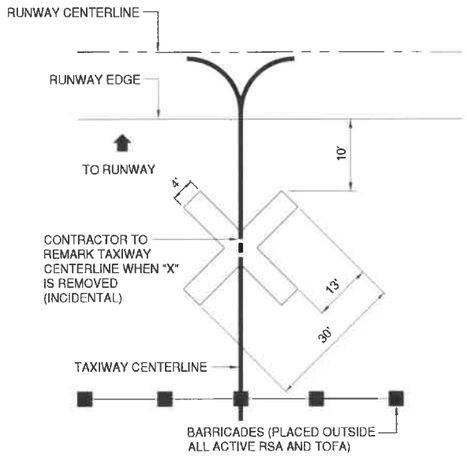
NO SCALE

NOTE:
IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W) ARE SIMILAR EXCEPT
PRIMARY SURFACE (PS) DIMENSIONS VARY
RUNWAY 9-27 500' PS (250' LT & RT OF CENTERLINE)
RUNWAY 2-20 1000' PS (500' LT & RT OF CENTERLINE)



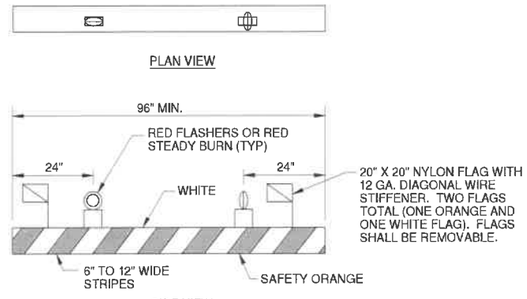
LIGHTED TEMPORARY RUNWAY CLOSURE MARKER

NOT TO SCALE



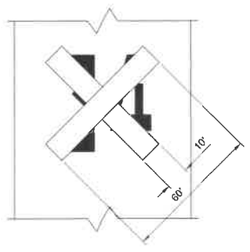
CLOSED TAXIWAY MARKER DETAIL

NOT TO SCALE



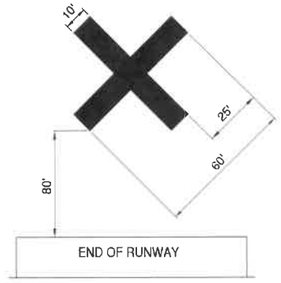
AIRSIDE LOW PROFILE LIGHTED BARRICADE

NOT TO SCALE



TEMPORARY CLOSED RUNWAY MARKER DETAIL

ON PAVEMENT - NO SCALE

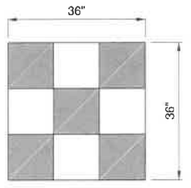


OFF PAVEMENT TEMPORARY CLOSED RUNWAY MARKER DETAIL

NOT TO SCALE

AIRFIELD LIGHTS AND SIGNS NOTES

1. CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND TAXIWAY LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS RE-OPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. COST INCIDENTAL TO THE CONTRACT. REMOVING LAMPS FROM ENERGIZED FIXTURES AS A MEANS TO REMOVE THE LIGHTS OR FIXTURES FROM SERVICE SHALL NOT BE ACCEPTABLE.
2. CONTRACTOR SHALL TURN OFF RUNWAY EDGE LIGHTING REGULATOR AND LOCK-OUT/TAG-OUT CIRCUIT BREAKER AND CUT OUT INSIDE THE ELECTRICAL VAULT. DURING ALL RUNWAY CLOSURES, CONTRACTOR SHALL COORDINATE ACCESS TO THE VAULT WITH THE AIRPORT MANAGER/RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY, THE CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER/RESIDENT ENGINEER TO RE-ENERGIZE THE RUNWAY CIRCUIT.



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

NOT TO SCALE

CLOSED TAXIWAY MARKER DETAIL NOTES

1. CLOSED TAXIWAY MARKERS SHALL BE PAINTED YELLOW WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING OR OTHER MATERIAL THAT DOES NOT VIOLATE THE OBJECT FREE AREA CRITERIA AND RUNWAY SAFETY AREA CRITERIA PER ADVISORY CIRCULAR 150/5300-13A (LATEST EDITION) AND ARE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT.
2. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
3. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. PLACE MARKERS OVER TAXIWAY CENTERLINE.
5. MARKERS SHALL BE ADEQUATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS.
6. MARKERS ARE ONLY REQUIRED FOR CLOSURES EXCEEDING 72 HOURS.

BARRICADE NOTES

1. FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90^.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. BARRICADES TO BE PLACED WITH A MAXIMUM OF 4' SPACING END TO END UP TO THE EDGE OF PAVEMENT ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
4. FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
6. BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL MEET CURRENT FAA REQUIREMENTS.
7. PLACE ALL BARRICADES OUTSIDE RUNWAY SAFETY AREAS AND OUTSIDE TAXIWAY OBJECT FREE AREAS.
8. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

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DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

CONSTRUCTION ACTIVITY PLAN DETAILS

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SHEET 9 OF 31 SHEETS

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STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE WITH NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIMEFRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING, WHICH WILL BE AT THE CONTRACTOR'S COST. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE PLANS.

SITE DESCRIPTION:

THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

THIS PROJECT CONSISTS OF REHABILITATION OF AN EXISTING BITUMINOUS PAVEMENT AT THE DEKALB TAYLOR MUNICIPAL AIRPORT. THE PROJECT INCLUDES TURF SHOULDER ADJUSTMENT, VARIOUS PAVEMENT ITEMS, ELECTRICAL WORK, PAVEMENT MARKING AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

DESCRIPTION OF CONSTRUCTION ACTIVITY:

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION AND GRADING:

PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL.

REMOVAL, ADJUSTMENTS AND INSTALLATION OF ELECTRICAL AND MISCELLANEOUS ITEMS.

BITUMINOUS PAVEMENT MILLING AND PAVING.

TURF SHOULDER ADJUSTMENT, SEEDING, MULCHING AND SEEDING.

BITUMINOUS PAVEMENT GROOVING.

INSTALLATION OF NEW PAVEMENT MARKING.

REMOVAL AND DISPOSAL OF TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 25 ACRES OF WHICH 8 ACRES WILL BE DISTURBED BY GRADING AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
2. PROJECT PLAN DOCUMENTS, SPECIFICATION AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

THE CONSTRUCTION SITE DRAINS INTO THE KISHWAUKEE RIVER THROUGH A STORM SEWER SYSTEM.

EROSION AND SEDIMENT CONTROL:

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

THE DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, SOD, PROTECTION OF TREES, PRESERVATION OF NATURAL VEGETATION, AND ALL OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN SEVEN (7) DAYS.

THE DOWN STREAM SIDE OF ALL STOCKPILES SHALL BE ENCOMPASSED WITH EROSION CONTROL BARRIER.

AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.

CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS WITHIN THE STAGING AREA. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT PERIODICALLY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2" OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE RESIDENT ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT THE EROSION AND SEDIMENT CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCIDENTAL TO THE CONTRACT.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SOIL CONTAMINATION FROM BUILDING MATERIALS, FERTILIZERS, CHEMICALS, PAVEMENT MARKING, WASTE PILES, FUEL CONTAINMENT, AND ANY OTHER POTENTIAL HAZARDOUS MATERIALS THAT MAY EXIST ONSITE.

NO DEDICATED CONCRETE OR ASPHALT BATCH PLANTS SHALL BE LOCATED ON THIS SITE.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.

COST OF MAINTAINING THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INCIDENTAL TO THE CONTRACT.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RE-SEEDED AND/OR SODDED.

MAINTENANCE AFTER CONSTRUCTION:

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE OF TEMPORARY AND PERMANENT EROSION CONTROL SYSTEMS UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

DOCUMENTATION:

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF INTENT (NOI)" PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL POST A SIGN OR OTHER NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE. IF THIS IS NOT POSSIBLE, THEN IT MAY BE PERMITTED TO POST THIS NOTICE IN A LOCAL PUBLIC BUILDING. THE SIGN OR NOTICE MUST CONTAIN THE FOLLOWING:

1. A COPY OF THE COMPLETED NOTICE OF INTENT (NOI) AS SUBMITTED TO THE IEPA
2. THE LOCATION OF THE SWPPP AND NAME AND 24/7 TELEPHONE NUMBER OF THE CONTACT PERSON.

THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN AND UPDATE AN "AS-BUILT" SET OF STORM WATER POLLUTION PREVENTION PLANS IN THE PROJECT FILES. THE SWPPP SHALL BE UPDATED WITHIN 7-DAYS OF ANY MODIFICATIONS TO THE PLANS. THE SWPPP AND ALL REVISIONS SHALL BE RETAINED FOR THREE YEARS AFTER FINAL STABILIZATION OF THE SITE, WHICH SHALL BE DEFINED AS VEGETATION COVER OF AT LEAST 70% OF HISTORIC CONDITIONS.

A STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL INSPECTION REPORT (FORM BC 2259) SHALL BE BE COMPLETED WITH INSPECTION FREQUENCIES AS OUTLINED HEREIN. SWPPP REPORTS SHALL BE RETAINED FOR THREE YEARS AFTER THE DATE OF FINAL STABILIZATION AS DEFINED HEREIN.

IF ANY VIOLATION OF THE PROVISIONS OF THE PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION COVERED IN THIS PLAN, THE ENGINEER AND/OR CONTRACTOR SHALL COMPLETE AND FILE AN "INCIDENT OF NONCOMPLIANCE (ION)" REPORT FOR THE IDENTIFIED VIOLATION. THE FORMS SHALL BE AS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, AND SHALL INCLUDE SPECIFIC INFORMATION ON THE INCIDENT THAT CAUSED NONCOMPLIANCE, ACTIONS THAT WERE TAKEN TO CORRECT THE NONCOMPLIANCE AND TO PREVENT ITS' REOCCURRENCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G. OF THE GENERAL PERMIT.

AFTER PROJECT FINAL ACCEPTANCE, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF TERMINATION (NOT)" FORM PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY. FORMS FOR THE IEPA SHALL BE MAILED TO THE FOLLOWING ADDRESS"

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL, MAIL CODE #15
ATTN: PERMIT SECTION
1021 NORTH GRAND AVENUE EAST
P.O. BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

NPDES PERMIT # ______________

DATE ISSUED ______________

DATE EXPIRED ______________

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

1. ALL TREE PROTECTION, SEDIMENT CONTROL MEASURES, AND PERMANENT AND TEMPORARY STORM WATER PRACTICES SHALL BE IN PLACE PRIOR TO STARTING CONSTRUCTION.
2. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR FLOWING WATER SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOWS AT ALL TIMES. THE USE OF EARTHEN MATERIAL FOR ISOLATION WILL NOT BE ACCEPTABLE.
3. CONSTRUCTION MATERIALS AND/OR OTHER STOCKPILES SHALL NOT BE LOCATED ON STREAM BANKS NOR IN THE PATH OF STREAM FLOW.
4. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
5. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG GRADING OR SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
6. THE CONTRACTOR SHALL INSPECT ADJACENT STREETS DAILY AND CLEAN ADJACENT STREETS WHEN NECESSARY. ADJACENT STREETS SHALL BE KEPT FREE OF SOIL AND DEBRIS.
7. SHOULD IT BE NECESSARY TO REMOVE ANY EROSION CONTROL DEVICES FOR CONSTRUCTION REASONS, THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION AND SHALL REPLACE AND/OR REPAIR THE REMOVED DEVICES THE SAME DAY. THE COST OF REMOVING AND REPLACING THE DEVICE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. ALL OTHER SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MEASURES DEEMED NECESSARY BY THE RESIDENT ENGINEER, COOK COUNTY, CHICAGO EXECUTIVE AIRPORT, IDOT DIVISION OF AERONAUTICS, AND THE IEPA SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR.
9. THE CONTRACTOR SHALL PROVIDE LOCATIONS FOR CONCRETE TRUCK WASHOUT, AS APPROVED BY THE ENGINEER, PRIOR TO ANY CONCRETE POURS. THESE LOCATIONS SHALL NOT BE NEAR ANY STREAM OR BODY OF WATER. LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY CONCRETE POURS. ADDITIONALLY THE CONTRACTOR SHALL PROVIDE ADEQUATE FACILITIES TO WASH OUT PAVING EQUIPMENT AND FINISHING TOOLS. ALL WASTE WATER AND EXCESS CONCRETE MATERIALS SHALL BE CONTAINED BY AN APPROVED CONCRETE WASHOUT FACILITY.
10. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO ENSURE THAT EROSION CONTROL MEASURES ARE CONSISTENT BETWEEN ALL PROJECT PHASES AND ALL SUB-CONTRACTORS.
11. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT, OR BY HIS PERSONNEL. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN THE WETLANDS.
12. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED BY AN APPROVED MEANS.
13. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE DEVICE OR AS RECOMMENDED BY THE MANUFACTURER, WHICHEVER IS LESS.
14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE OPERATIONAL.
15. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
16. PERMANENT STABILIZATION SHALL BE COMPLETED WITHIN 7 DAYS FOR AREAS WHERE WORK IS COMPLETED.

CONTRACTOR CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:

ROUTE: DEKALB TAYLOR MUNICIPAL AIRPORT — MARKED: RESURFACE RUNWAY 2-20

SECTION: 17, 18 AND 19 — PROJECT NUMBER: DKB-4800

COUNTY: DEKALB — CONTRACT NUMBER: 3-17-SBGP-TBD (DK0XX)

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE: ______________ DATE: ______________

PRINTED NAME: ______________ TITLE: ______________

NAME OF FIRM: ______________

STREET ADDRESS: ______________

CITY, STATE, ZIP: ______________

PHONE NUMBER: ______________

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

RECORD OF SITE DISTURBANCE AND STABILIZATION

MAJOR GRADING ACTIVITIES: LOCATION: ______________	BEGINNING DATE: ______________ COMPLETION DATE: ______________
MAJOR GRADING ACTIVITIES: LOCATION: ______________	BEGINNING DATE: ______________ COMPLETION DATE: ______________
SITE STABILIZATION: LOCATION: ______________	BEGINNING DATE: ______________ COMPLETION DATE: ______________
SITE STABILIZATION: LOCATION: ______________	BEGINNING DATE: ______________ COMPLETION DATE: ______________
CONSTRUCTION CEASED: EXPLANATION: ______________	BEGINNING DATE: ______________ COMPLETION DATE: ______________

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AS CONSTRUCTION PROGRESSES IN ACCORDANCE WITH THE NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES. THIS INFORMATION MAY ALSO BE NOTED DIRECTLY ON THE SWPPP SITE MAP.

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: DKB-4800
S.B.G. PROJECT: 3-17-SBGP-156/TBD

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

STORMWATER POLLUTION PREVENTION PLAN
NOTES AND DETAILS
SHEET 1

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DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

XREF DWG: CMT NCS TB.dwg
IMAGE FILES: DTMA Logo-black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:16:03 AM
FILE: K:\DekalbAp\20024802-00 ResurfaceRwy2-20\Draw\Sheets\20024802 - Swppp Notes And Details - 1.dwg

XREF DWG: CMT MCS TB.dwg

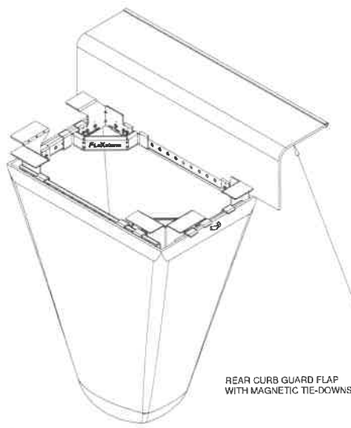
IMAGE FILES: IUM-514RC.tif, IUM-620A.tif, IUM-620B(W).tif, DTMA Logo-Black.jpg

UPDATE BY: Jim Ohse
LAYOUT: Layout1

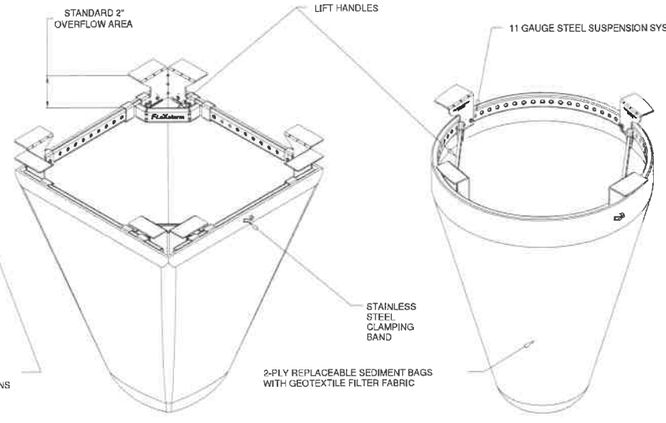
DATE: Friday, June 5, 2020 7:16:09 AM
FILE: K:\Data\A-U2024980.00 Resurface Rnwy 2-20\Drawn\Sheets\20024802 - Swppp Notes And Details - 2.dwg

Inlet Filter Specifications

Material Property	Test Method	Value (min ave)	
> Inner Filter Bag Specs (2 ft³ min vol)		Non-Woven	Woven Mono
Grab Tensile	ASTM D 4632	100 lbs	200 lbs
Puncture Strength	ASTM D 4833	65 lbs	90 lbs
Trapezoidal Tear	ASTM D 4533	45 lbs	75 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs	90%
App Open Size (AOS)	ASTM D 4751	70 sieve (.212 mm)	40 sieve (.425 mm)
Permittivity	ASTM D 4491	2.0 /sec	2.1/sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft	145 gpm/sqft
> Polyester Outer Reinforcement Bag Specifications			
Weight	ASTM D 3776	4.55 oz/sqyd +/- 15%	
Thickness	ASTM D 1777	.040 +/- .005	
> Frame Construction			
A36 Structural Steel; 11 Guage; Zinc Plated	ASTM A 576	Tensile Strength > 58,000 psi; Yield Strength > 36,000 psi	

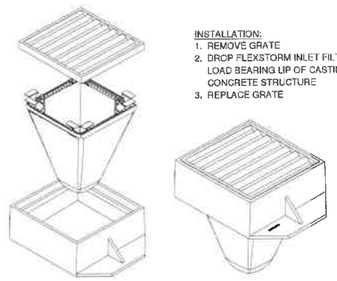


TYPICAL CURB BOX INLET FILTER



TYPICAL FLAT/RECTANGULAR/ROLLED CURB INLET FILTER

TYPICAL ROUND INLET FILTER

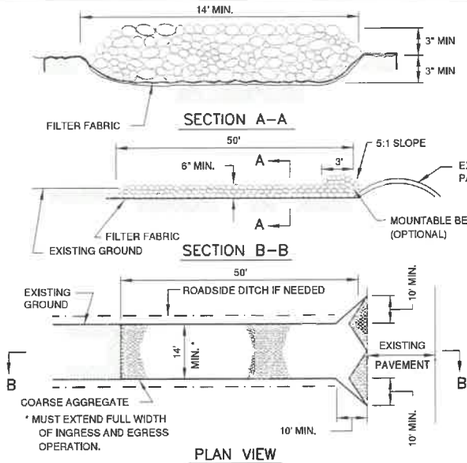


INSTALLATION:
1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE

INLET PROTECTION / SEDIMENT TRAP

NOT TO SCALE

1. STORM SEWER INLET PROTECTION SHALL BE INLET FILTERS AS DETAILED HEREIN OR APPROVED EQUAL



PLAN VIEW

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED FOR AR152540 IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS SUPPLEMENTAL SPECIFICATIONS AND RECURING SPECIAL PROVISIONS.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OR CA-4.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS.
4. MINIMUM WIDTH IS 14' FOR ONE-WAY TRAFFIC AND 20' FOR TWO WAY TRAFFIC. TWO-WAY TRAFFIC WIDTHS SHALL BE INCREASED A MINIMUM OF 4' FOR TRAILER TRAFFIC, DEPENDING ON THE TYPE OF VEHICLE OR EQUIPMENT, SPEED, LOADS, CLIMATIC AND OTHER CONDITIONS UNDER WHICH VEHICLES AND EQUIPMENT OPERATE AN INCREASE IN THE MINIMUM WIDTHS MAY BE REQUIRED.
5. ROADWAY SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE.
6. STABILIZED CONSTRUCTION ENTRANCE(S) SHALL BE INCIDENTAL TO THE CONTRACT.

STABILIZED CONSTRUCTION ENTRANCE

FROM NRCS STANDARD DRAWING NO. IL-630 (MODIFIED)

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

STORMWATER POLLUTION PREVENTION PLAN
NOTES AND DETAILS
SHEET 2

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DTMA
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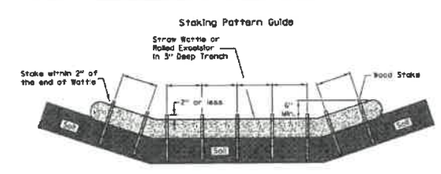
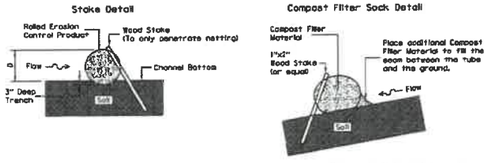
DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 11 OF 31 SHEETS

ROLLED EROSION CONTROL PRODUCTS



Notes:
1. Overlap minimum to the diameter of the roll.
2. 4' spacing for wattles.
3. 2' spacing for rolled excelsior.
4. Or space according to manufacturer's specifications.



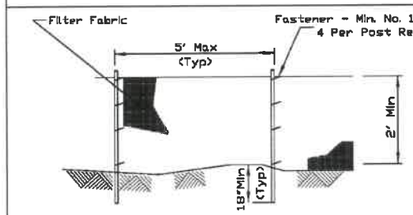
When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

Notes:
1. Drawings are not to scale.
2. Ends of wattles or rolled excelsior shall be turned at least 6" upslope.
3. Recommended stakes are 1 1/8" wide x 1 1/8" thick x 30" long.
4. Stakes shall not extend above the straw wattle more than 2".
5. Spacing: The toe of the upstream ditch check shall create a horizontal line with the top of the downstream ditch check.
6. When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

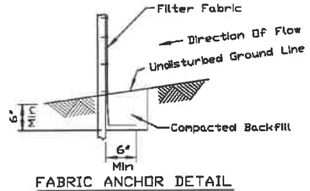
REFERENCE: Project ____ Designed ____ Date ____ Checked ____ Date ____ Approved ____ Date ____

STANDARD DWG. NO. IUM-514
SHEET 1 OF 1
DATE 8-19-11

SILT FENCE PLAN



ELEVATION



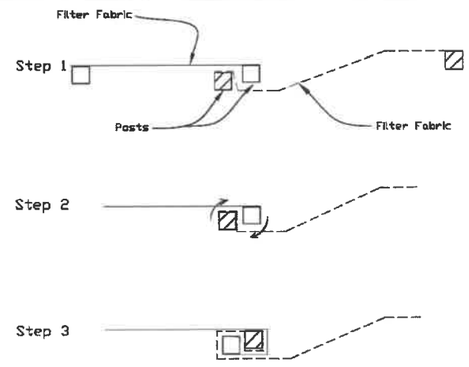
FABRIC ANCHOR DETAIL

NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven. and Item 156 specifications
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE: Project ____ Designed ____ Date ____ Checked ____ Date ____ Approved ____ Date ____

STANDARD DWG. NO. IUM-620A
SHEET 1 OF 2
DATE 3-16-12

SILT FENCE - SPLICING TWO FENCES



ATTACHING TWO SILT FENCES

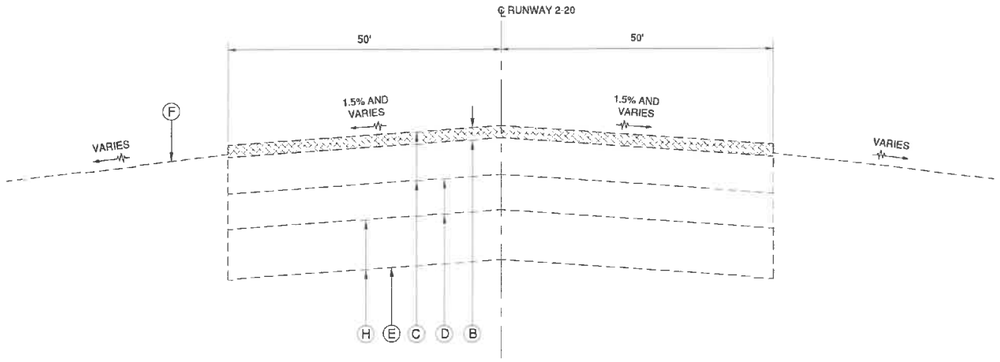
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
4. Drive both posts a minimum of 18 inches into the ground and bury the flap.
5. Compact backfill (particularly at splices) completely to prevent stormwater piping.

REFERENCE: Project ____ Designed ____ Date ____ Checked ____ Date ____ Approved ____ Date ____

STANDARD DWG. NO. IUM-620B(W)
SHEET 1 OF 1
DATE 3-16-2012

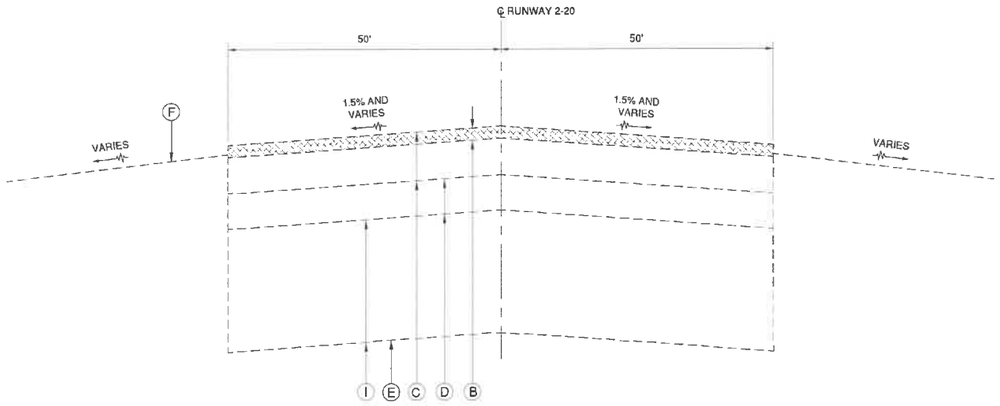
PROJECT SITE AREA AND STAGING AREA PROTECTION NOTES:

1. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE STORM WATER POLLUTION PREVENTION DEVICES WITHIN THE PROJECT LIMITS AND AT THE STAGING AREA. THESE DEVICES, INCLUDING INLET PROTECTIONS, SILT FENCE, BALES, DITCH CHECKS, STABILIZED CONSTRUCTION ENTRANCES, ETC., SHALL NOT BE PAID FOR, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
2. AT THE COMPLETION OF WORK, THE STAGING AREA SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS, AT NO ADDITIONAL COST TO THE CONTRACT. THIS WORK SHALL INCLUDE REMOVING ANY AND ALL STORM WATER POLLUTION PREVENTION DEVICES, RESTORING RUTTED AREAS, SEEDING AND MULCHING.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE PROJECT SITE AREA AND STAGING AREA(S) IN A MANNER TO PREVENT POLLUTION AND SILTATION OF THE EXISTING STORM SEWER SYSTEM.



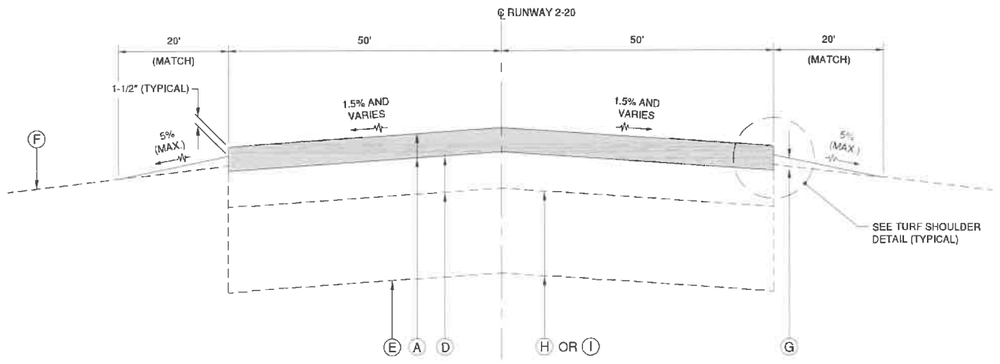
RUNWAY 2-20 EXISTING TYPICAL SECTION A-A
(STA. 100+00 TO 120+00 AND STA. 143+00 TO 170+25.80)

NOT TO SCALE



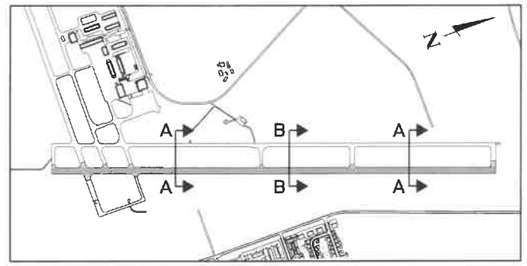
RUNWAY 2-20 EXISTING TYPICAL SECTION B-B
(STA. 120+00 TO 143+00)

NOT TO SCALE



RUNWAY 2-20 PROPOSED TYPICAL SECTION
(STA. 100+00 TO STA. 170+25.80)

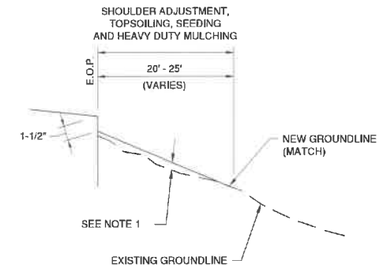
NOT TO SCALE



KEY MAP

LEGEND

- (A) NEW 2" BITUMINOUS SURFACE COURSE (401)
  NEW BITUMINOUS SURFACE COURSE - LEVELING (AS REQUIRED)(401)
  NEW BITUMINOUS TACK COAT BETWEEN EACH LIFT (603)
- (B) NEW 2" NOMINAL BITUMINOUS MILLING
- (C) EXISTING 8" BITUMINOUS PAVEMENT
- (D) EXISTING 6" CRUSHED AGGREGATE BASE COURSE
- (E) EXISTING SUBGRADE
- (F) EXISTING GROUNDLINE
- (G) SHOULDER ADJUSTMENT, SEEDING AND HEAVY DUTY MULCHING
- (H) EXISTING 8" CRUSHED AGGREGATE BASE COURSE (OVERSIZED)
- (I) EXISTING 24" CRUSHED AGGREGATE BASE COURSE (OVERSIZED)



TURF SHOULDER DETAIL

NOT TO SCALE

NOTES:

1. TOPSOIL REQUIRED FOR FILL SHALL BE INCLUDED IN THE COSTS FOR SHOULDER ADJUSTMENT (AR152480)
2. LIMITS OF TURF SHOULDER SHALL BE ADJUSTED IN THE FIELD AS REQUIRED.
3. EXISTING SHOULDER TO BE DISCED OR SCARIFIED PRIOR TO PLACEMENT OF TOPSOIL IN ORDER TO ESTABLISH NEW TURFING (COST INCIDENTAL).

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

TYPICAL SECTIONS - SHEET 1

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DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

XREF DWG: CMT NCS TB.dwg
BASE: DK061.DWG
IMAGE FILES: DTMA Logo-Black.jpg
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LAYOUT: Layout1
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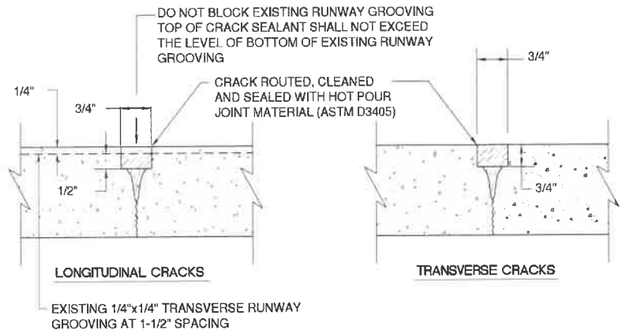
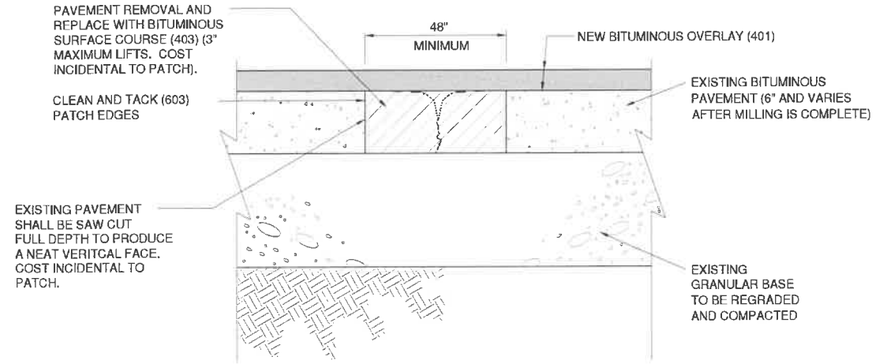


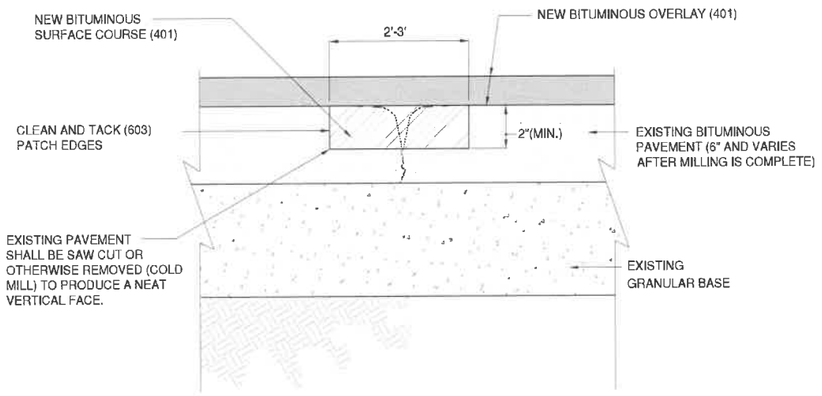
REPAIR METHOD
CRACK ROUTING AND SEALING

NOT TO SCALE



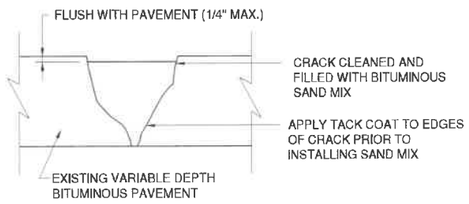
REMOVE AND REPLACE
BITUMINOUS PAVEMENT - TYPE B

NOT TO SCALE



REMOVE AND REPLACE
BITUMINOUS PAVEMENT TYPE A

NOT TO SCALE



HMA SAND MIX CRACK REPAIR DETAIL

NOT TO SCALE

PAVEMENT REMOVAL AND REPLACEMENT NOTES

1. DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORD DRAWINGS. THE CONTRACTOR SHALL VERIFY THE TYPE AND THICKNESS OF MATERIAL TO REMOVE. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY VARIATION IN THE PAVEMENT SECTIONS ACTUALLY ENCOUNTERED.
2. PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.
3. THIS WORK SHALL BE DETERMINED IN THE FIELD WITH THE AIRPORT AND RESIDENT ENGINEER AFTER INSPECTION OF THE MILLED SURFACE.

CRACK REPAIR NOTES:

1. CRACKS TO BE FILLED WITH SAND MIX SHALL BE DESIGNATED BY THE RESIDENT ENGINEER.
2. SAND MIX CRACK REPAIR SHALL BE USED ON ALL CRACKS GREATER THAN 1" WIDE AS DESIGNATED BY THE RESIDENT ENGINEER.
3. CONTRACTOR SHALL ROUTE, CRACK PLOW AND REMOVE LOOSE FILLER, LOOSE AGGREGATE AND LAITANCE WITH COMPRESSED AIR AS SPECIFIED PRIOR TO SEALING.

GENERAL NOTES

1. AFTER MILLING IS COMPLETE, THE AREA SHALL BE THOROUGHLY CLEANED. ALL CRACK REPAIRS SHALL BE COMPLETED AFTER THE MILLING OPERATIONS ARE COMPLETED.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF THE EXISTING UTILITIES. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

TYPICAL SECTIONS - SHEET 2

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CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 13 OF 31 SHEETS

XREF DWG: CMT NCS TB.dwg
IMAGE FILES: DTMA Logo 48inch.jpg
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LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:16:23 AM
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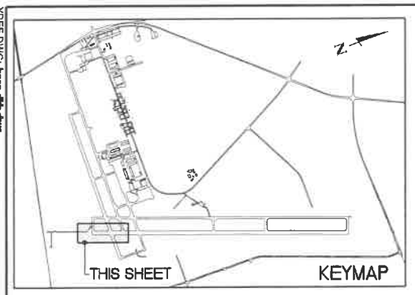
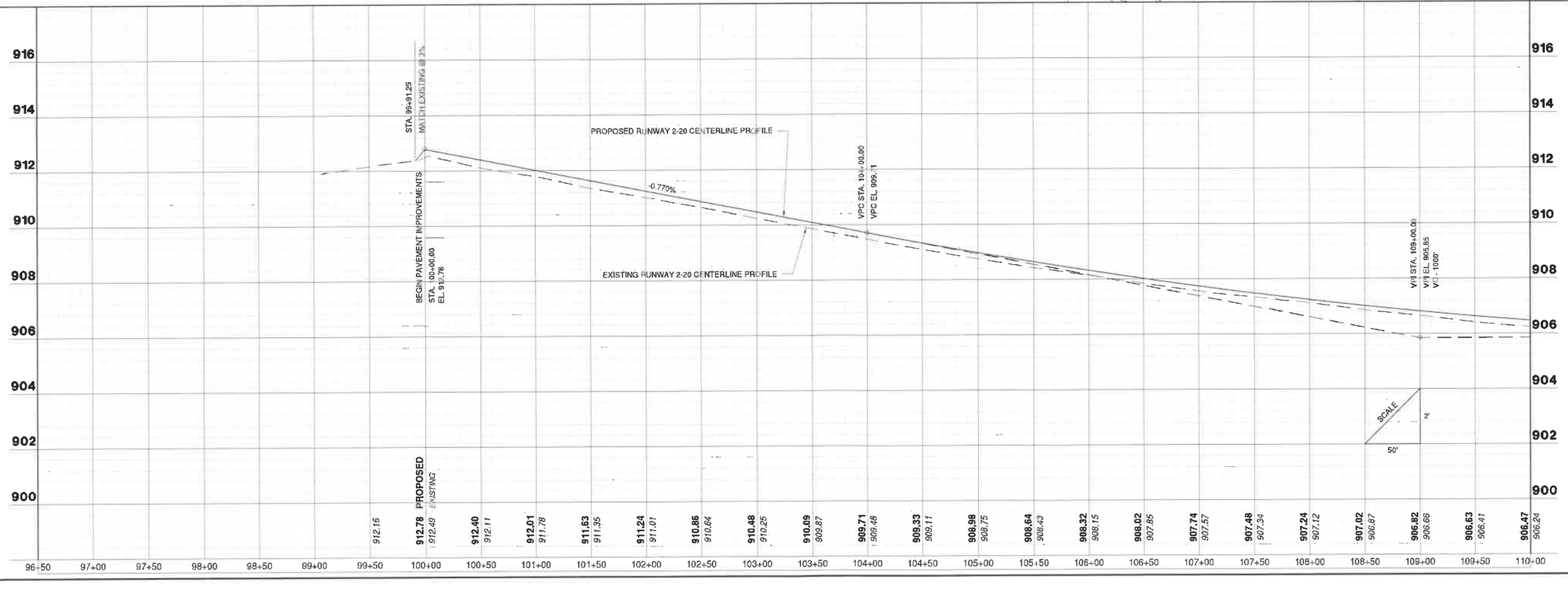


SEE PLAN AND PROFILE RUNWAY 2-20 SHEET 6 FOR LEGEND AND NOTES



IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 2-20 SHEET 1

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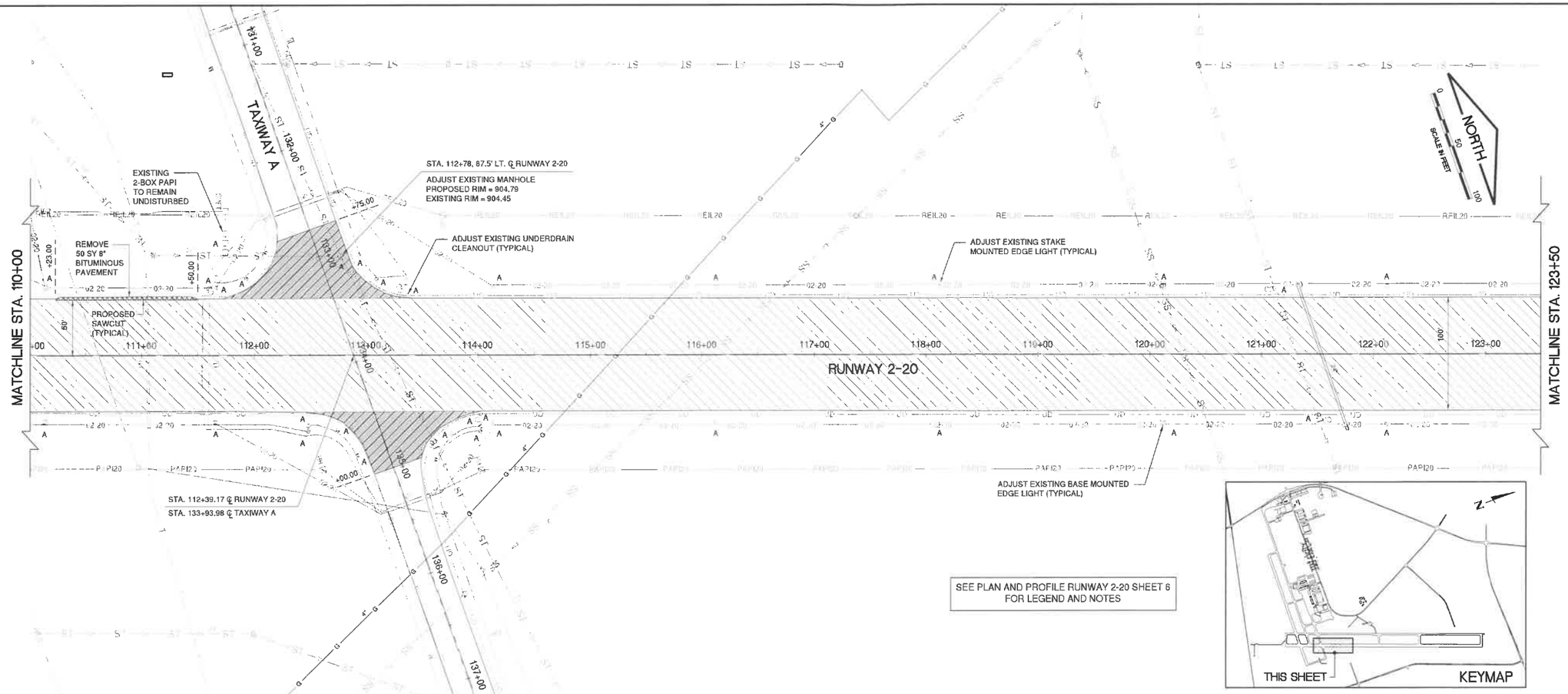
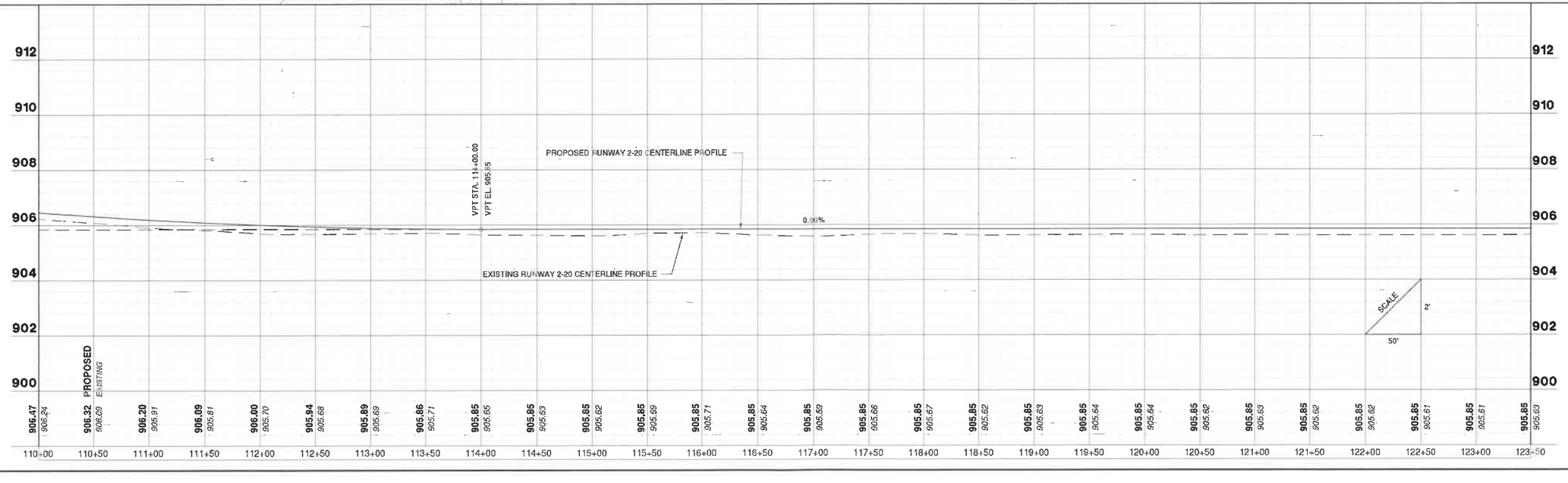
JOB No:	200248-02

SHEET 14 OF 31 SHEETS





IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: DKB-4800
S.B.G. PROJECT: 3-17-SBGP-156/TBD

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 2-20 SHEET 2

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JOB No:	200248-02

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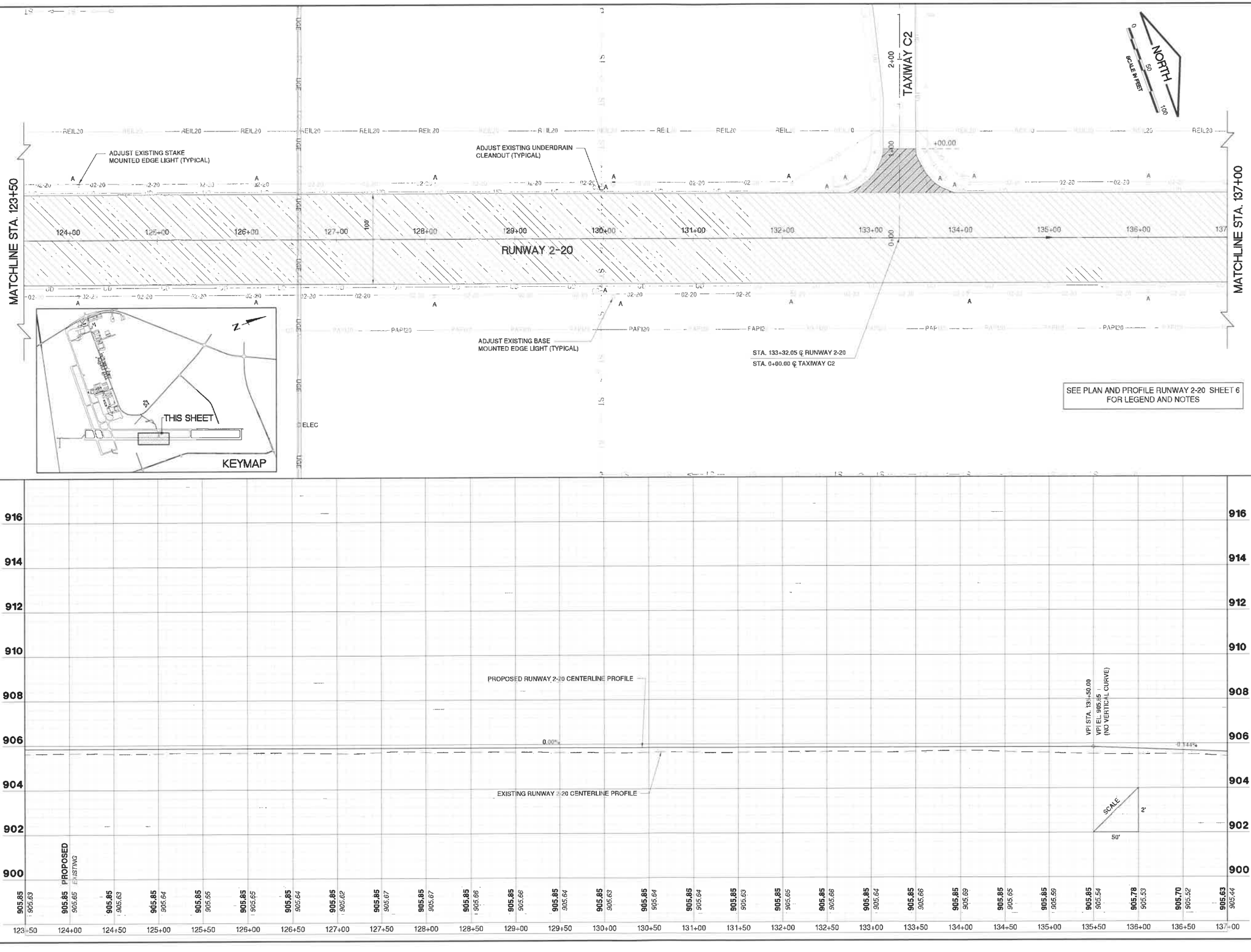

IL. CONTRACT: **DK061**
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IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 2-20
SHEET 3

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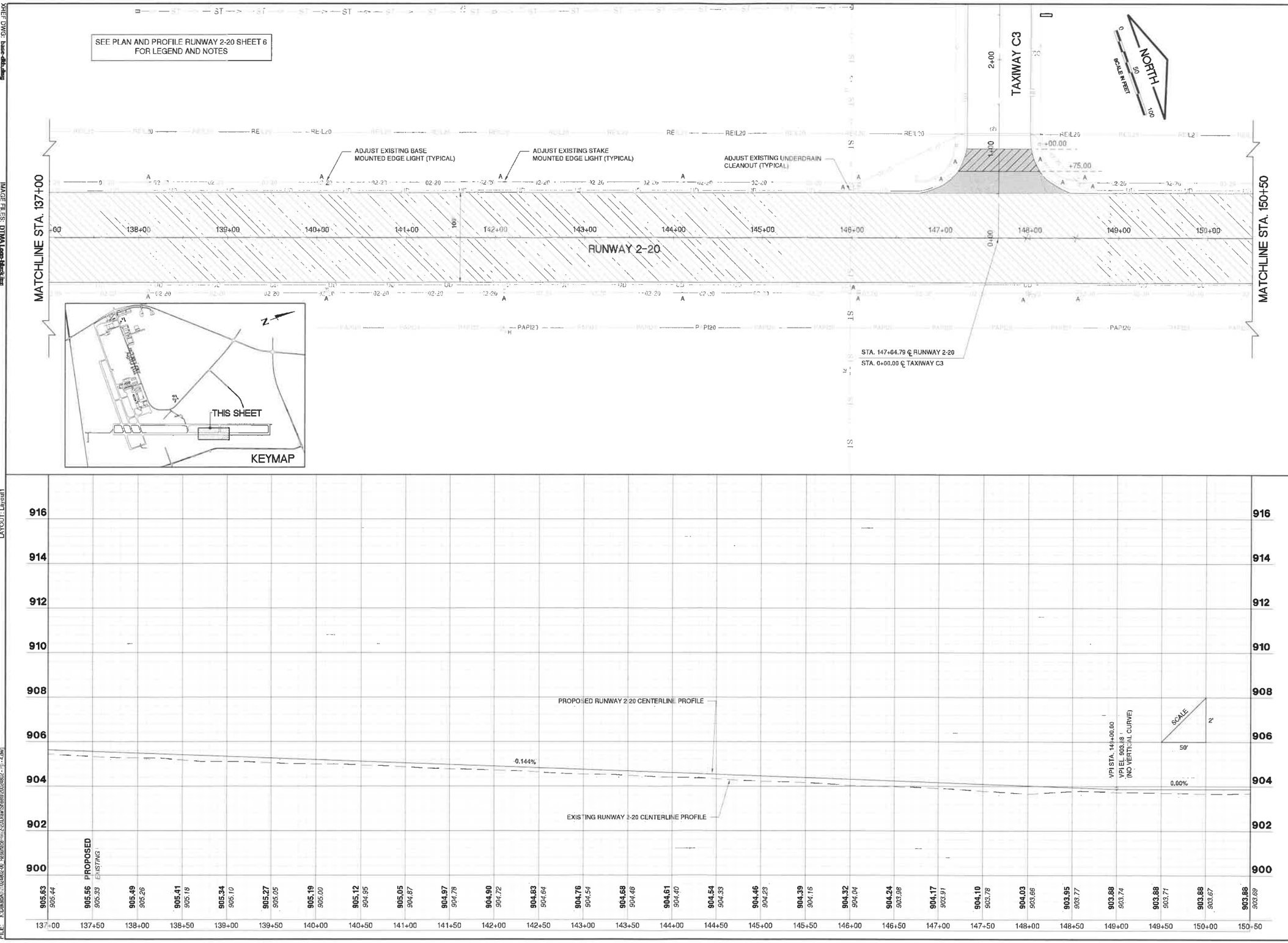
JOB No:	200248-02

SHEET 16 OF 31 SHEETS



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DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 2-20
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SHEET 17 OF 31 SHEETS

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LAYOUT: Layout1

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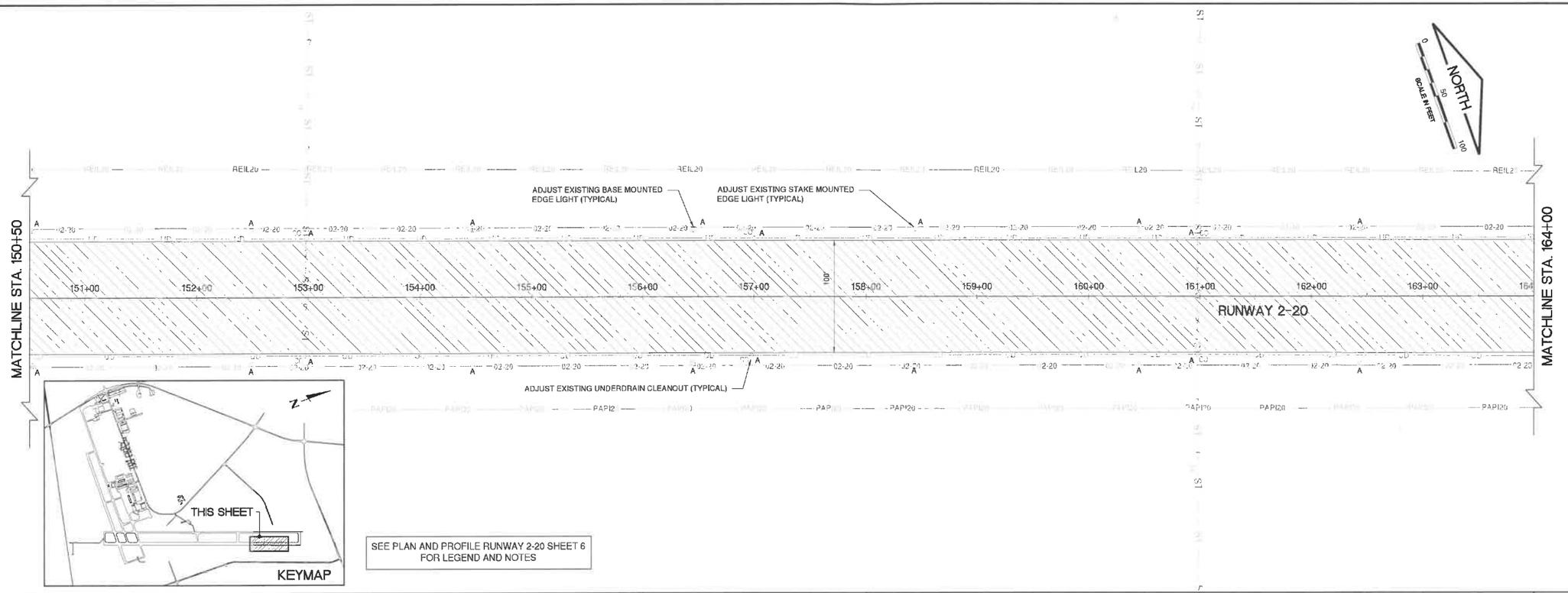

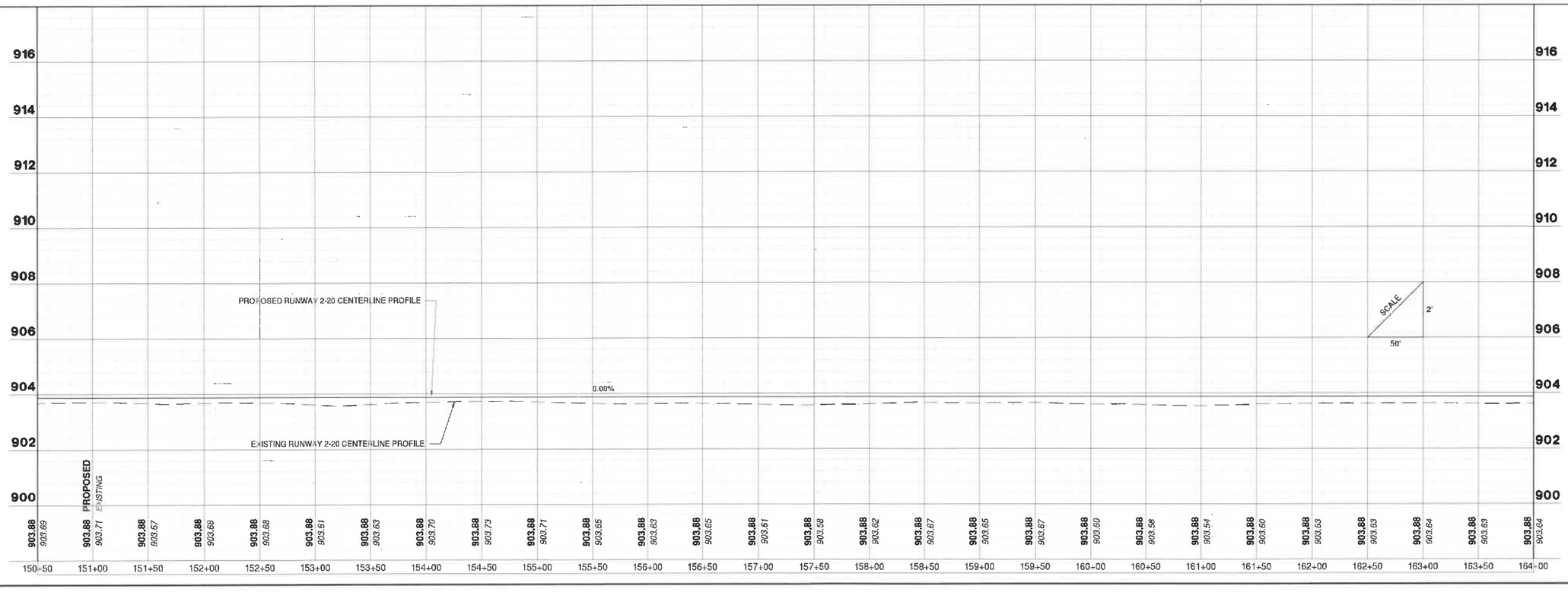

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IL. CONTRACT: **DK061**
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IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ---

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 2-20
SHEET 5

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JOB No:	200248-02

SHEET 18 OF 31 SHEETS

XREF DWG: base-dkb.dwg
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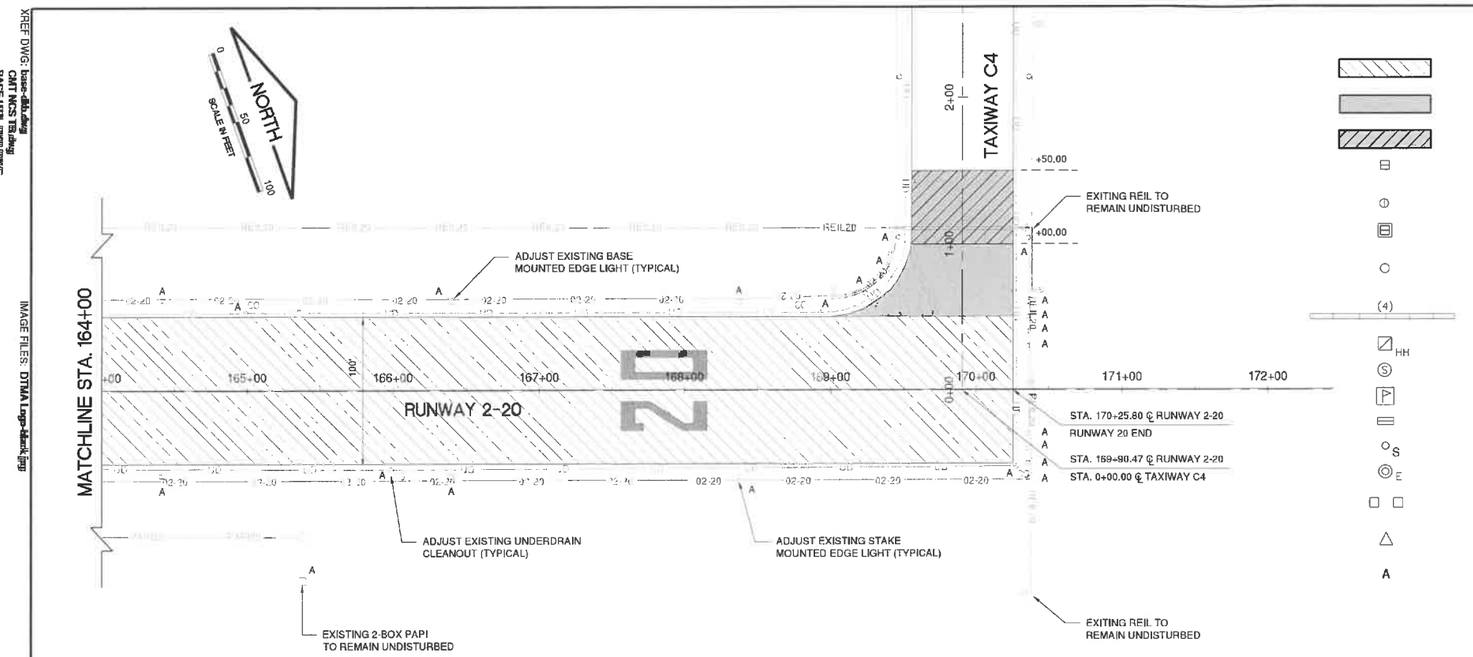
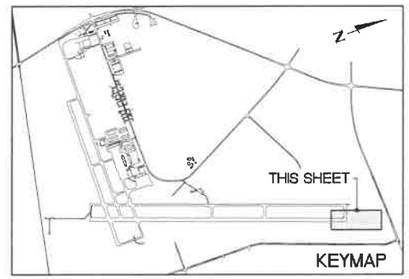
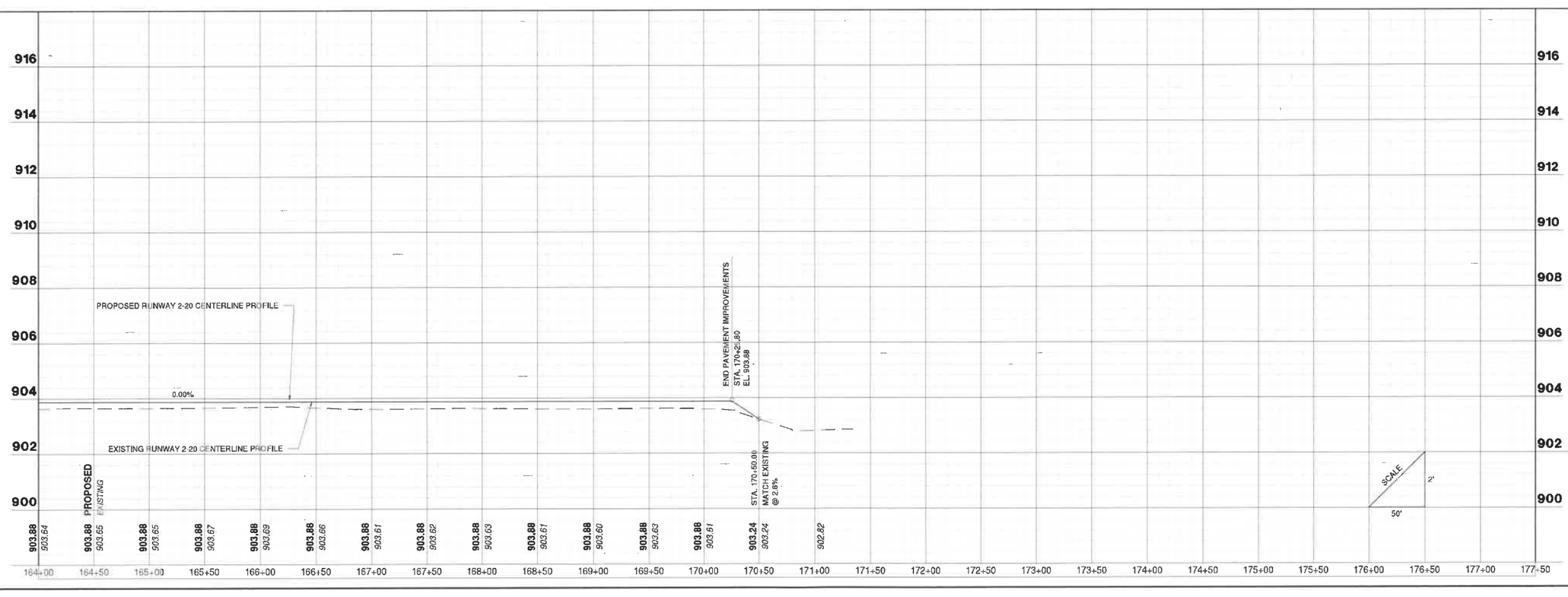


LEGEND

- PROPOSED LIMITS OF 2" BITUMINOUS MILLING AND OVERLAY (VARIABLE DEPTH)
- PROPOSED LIMITS OF BITUMINOUS OVERLAY TRANSITION (VARIABLE DEPTH)
- PROPOSED BUTT JOINT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- EXISTING STAKE MOUNTED THRESHOLD LIGHT
- EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)
- EXISTING ELECTRICAL HANDHOLE
- EXISTING ELECTRICAL SPLICE CAN
- EXISTING WIND CONE
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING SPLICE CAN
- EXISTING ELECTRICAL MANHOLE
- EXISTING PRECISION APPROACH PATH INDICATORS (PAPI) L-881 SYSTEM
- EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
- EXISTING ITEM TO BE ADJUSTED

- TXY — EXISTING TAXIWAY CIRCUIT
- 09-27 — EXISTING RUNWAY 9-27 CIRCUIT
- 02-20 — EXISTING TAXIWAY 2-20 CIRCUIT
- PAPI02 — EXISTING RUNWAY 2 PAPI CIRCUIT
- PAPI20 — EXISTING RUNWAY 20 PAPI CIRCUIT
- REIL20 — EXISTING RUNWAY 20 REIL CIRCUIT
- REIL27 — EXISTING RUNWAY 27 REIL CIRCUIT
- PLASI27 — EXISTING RUNWAY 27 PLASI CIRCUIT
- WIND — EXISTING WINDCONE CIRCUIT
- SAN — EXISTING SANITARY MANHOLE
- SS — SS — EXISTING SANITARY SEWER
- EXISTING DRAINAGE STRUCTURE
- ST — ST — EXISTING STORM SEWER
- G — EXISTING GAS





IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # —

REVISIONS

NUMBER	BY	DATE

0 1 2
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AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 2-20
SHEET 6

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APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 19 OF 31 SHEETS

UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:18:22 AM
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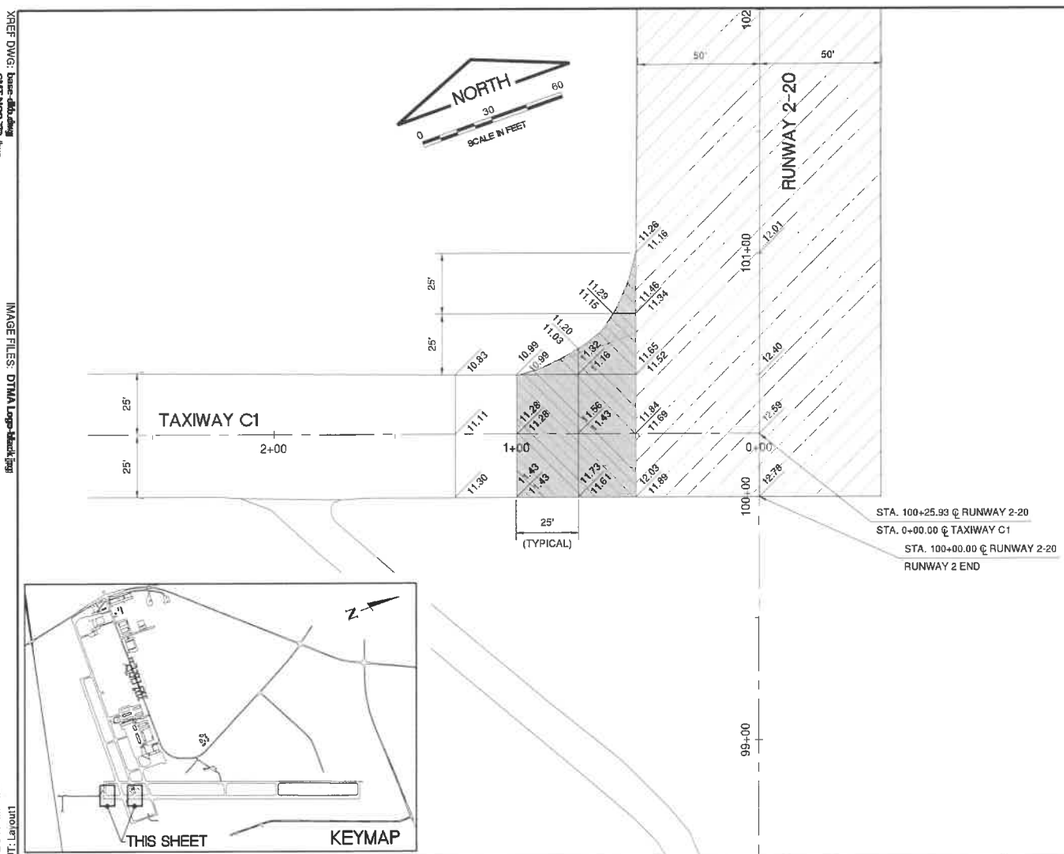
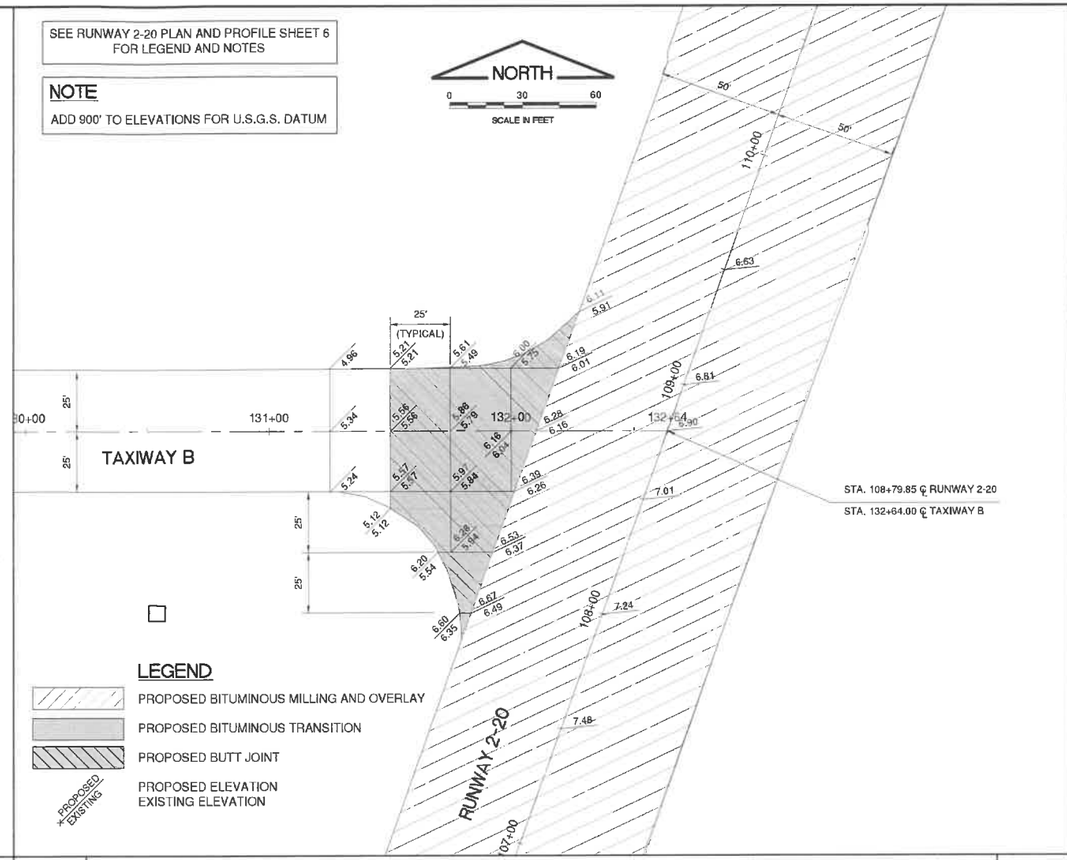


SEE RUNWAY 2-20 PLAN AND PROFILE SHEET 6 FOR LEGEND AND NOTES

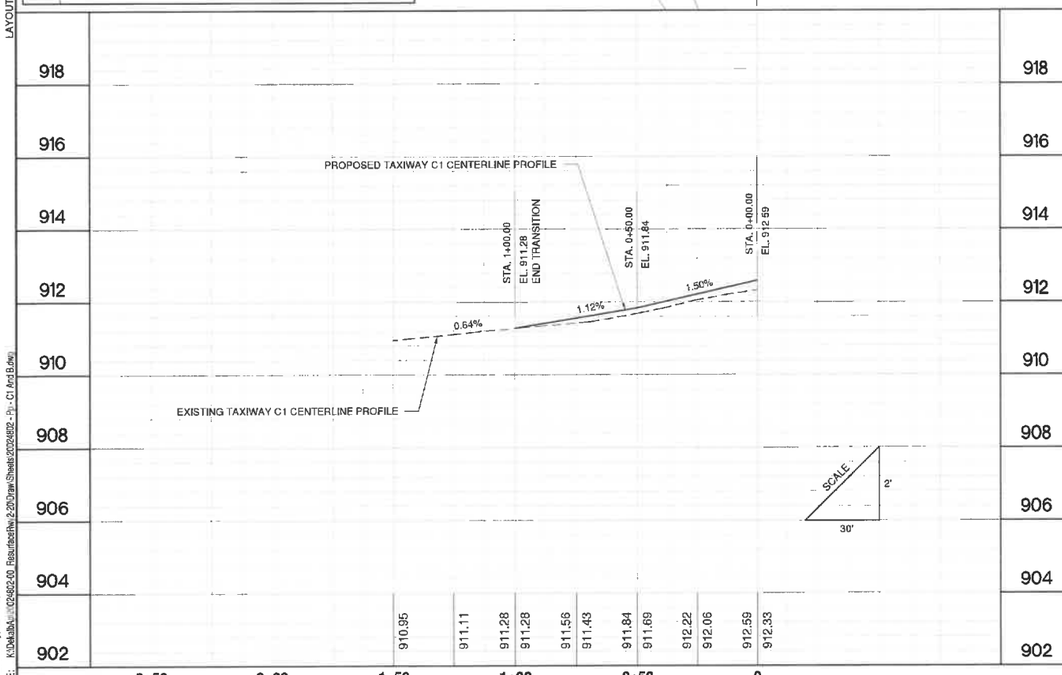
NOTE

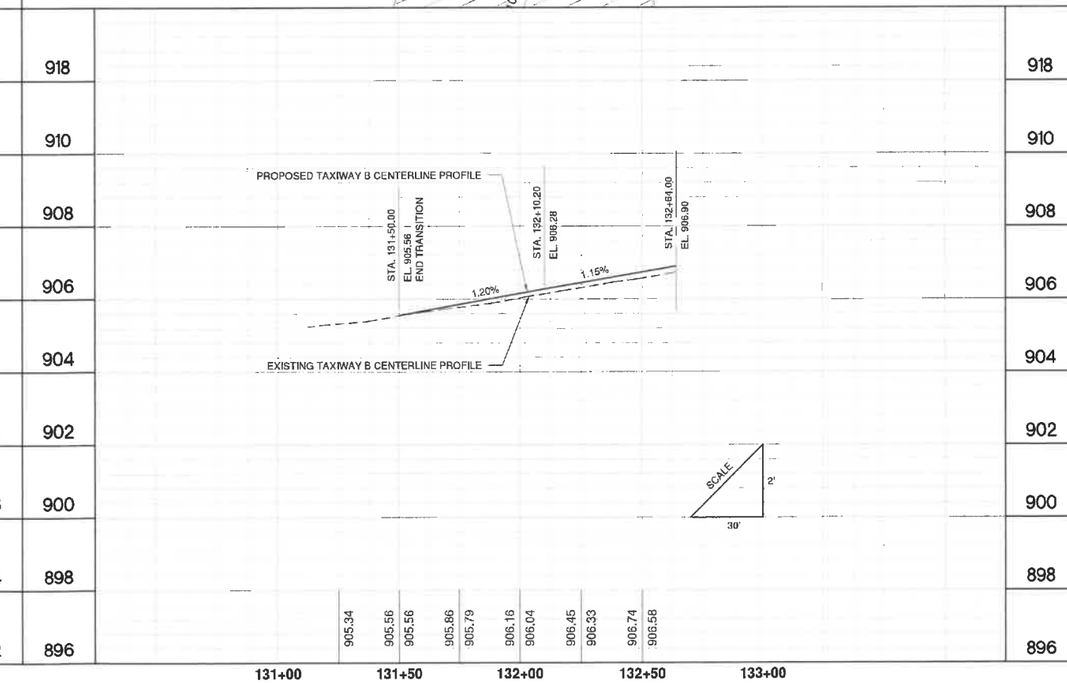
ADD 900' TO ELEVATIONS FOR U.S.G.S. DATUM



LEGEND

- PROPOSED BITUMINOUS MILLING AND OVERLAY
- PROPOSED BITUMINOUS TRANSITION
- PROPOSED BUTT JOINT
- PROPOSED / EXISTING — PROPOSED ELEVATION / EXISTING ELEVATION





IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: DKB-4800
S.B.G. PROJECT: 3-17-SBGP-156/TBD

SURVEY BOOK # —

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE TAXIWAY C1 AND B INTERSECTION GRADE DETAILS

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DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

XREF DWG: base-dkb.dwg
CMT NCS TB.dwg
ALIGNMENT-DKB.dwg
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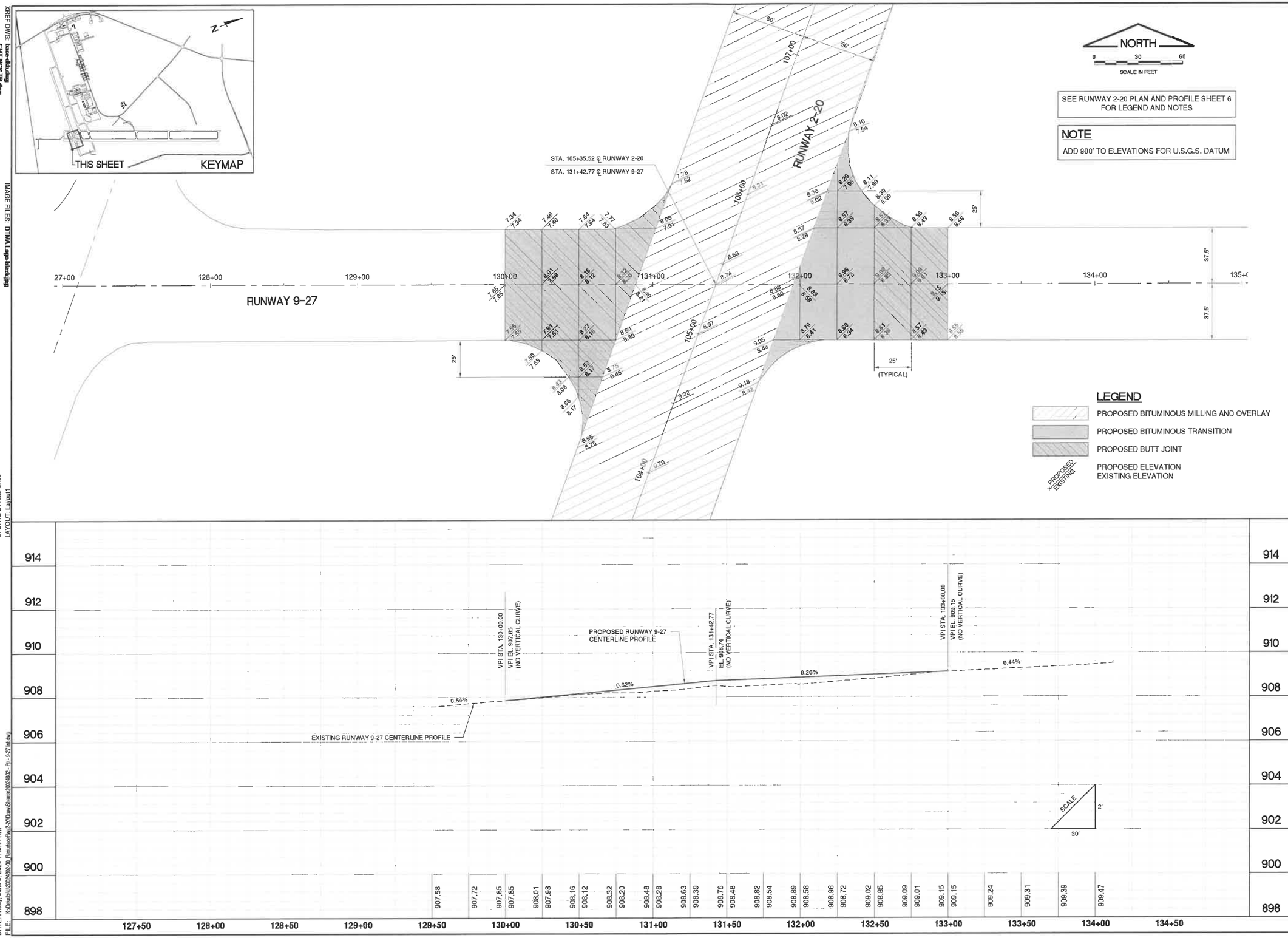

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: DKB-4800
S.B.G. PROJECT: 3-17-SBGP-156/TBD

SURVEY BOOK # —

REVISIONS		
NUMBER	BY	DATE

0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE RUNWAY 9-27 INTERSECTION GRADE DETAILS

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DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

XREF DWG: base-dkb.dwg
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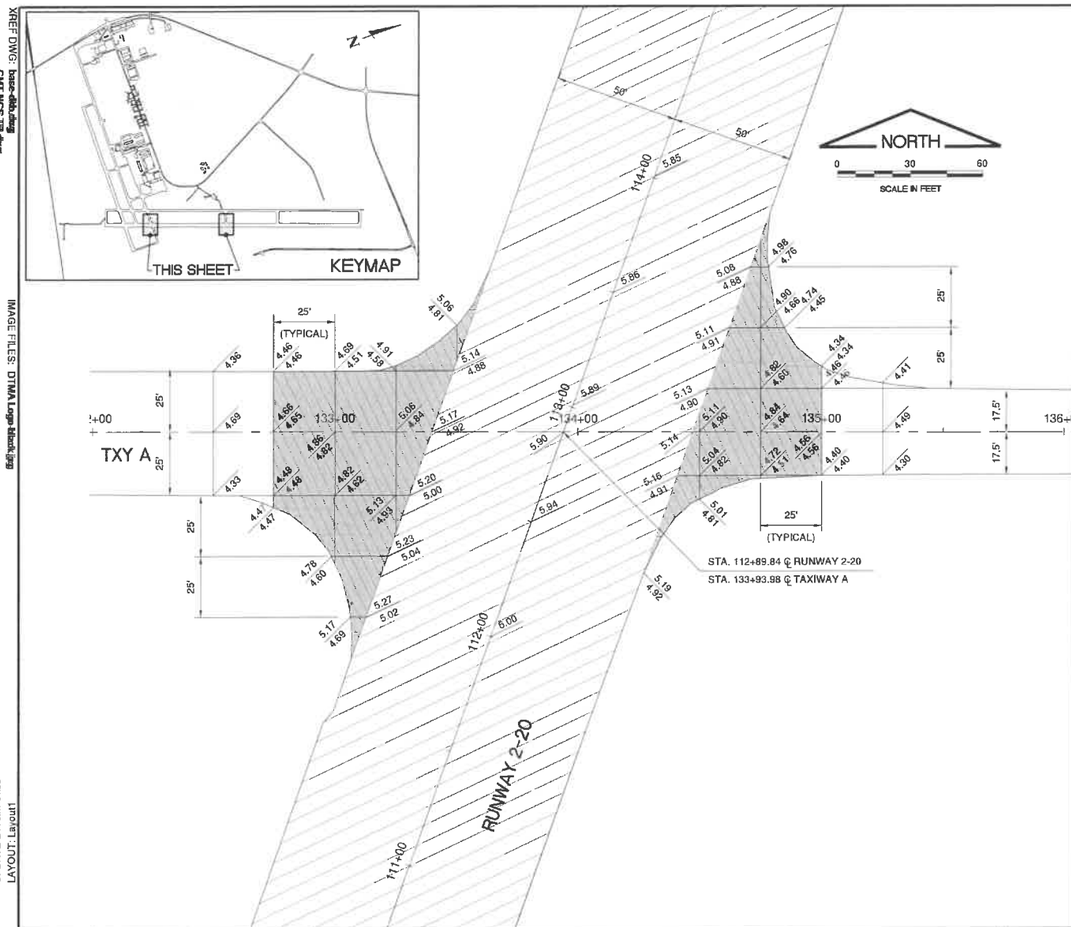

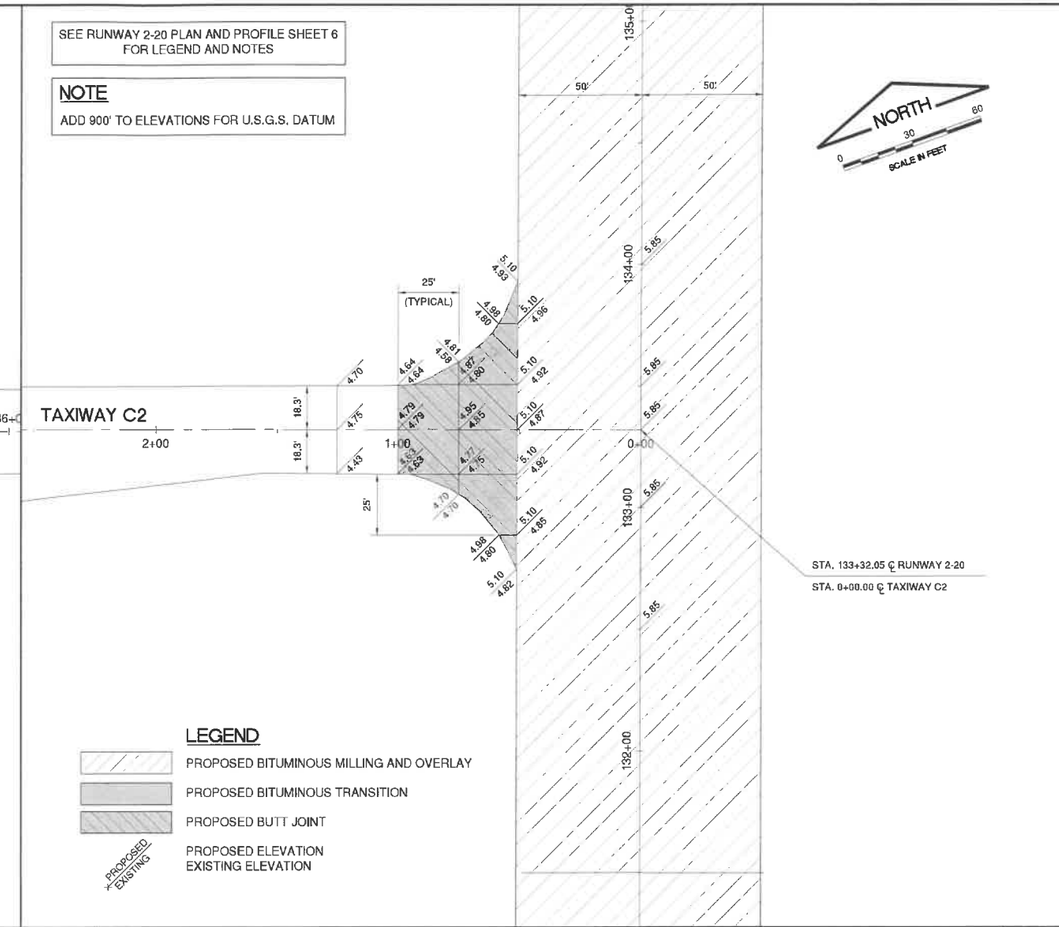

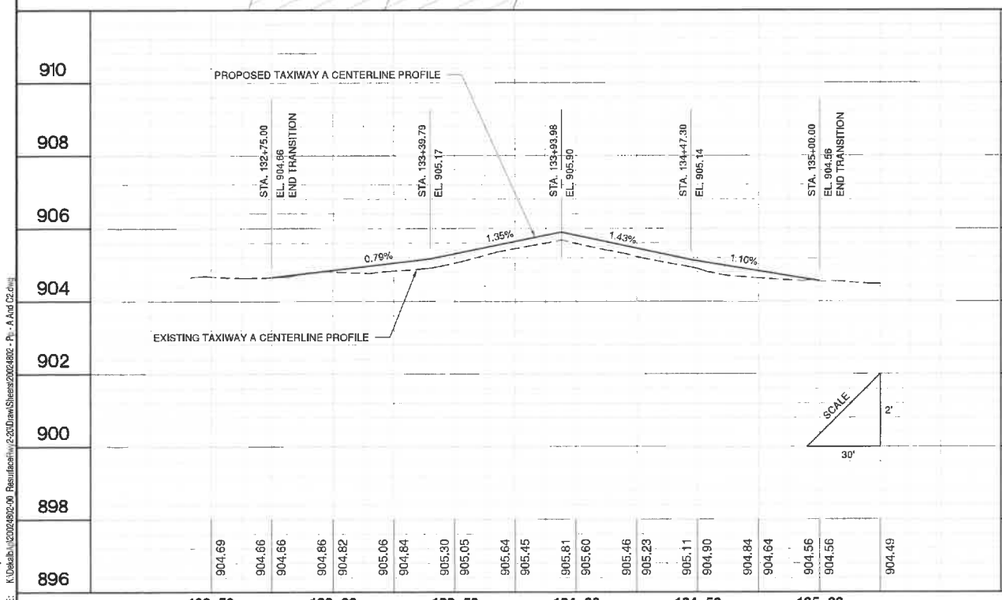

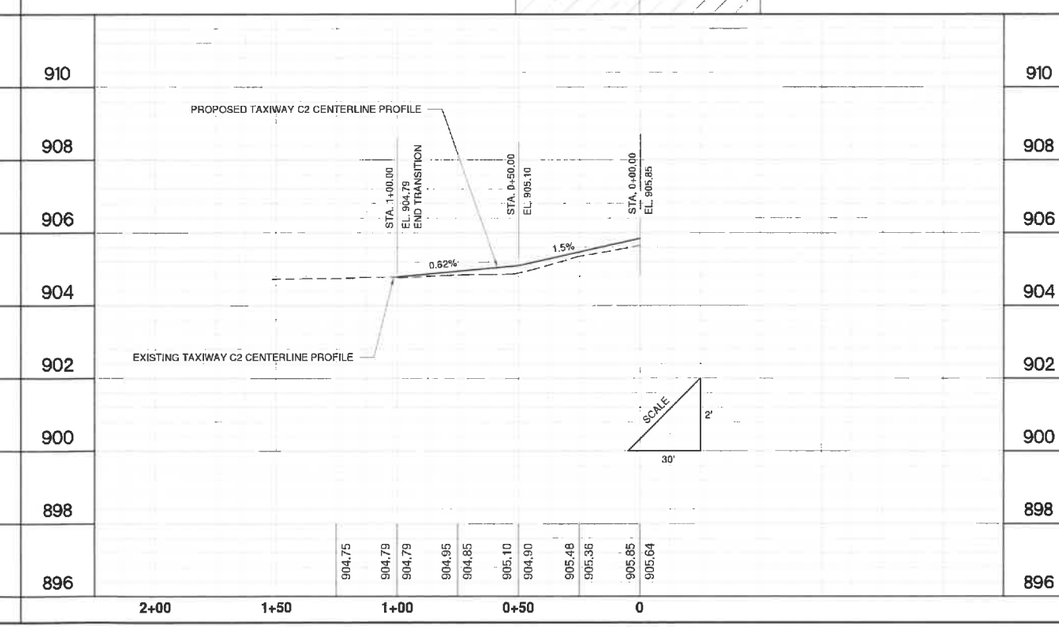

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: DKB-4800
S.B.G. PROJECT: 3-17-SBGP-156/TBD

SURVEY BOOK # ---

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE TAXIWAY A AND C2 INTERSEVTION GRADE DETAILS

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CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

XREF DWG: base-dkb.dwg
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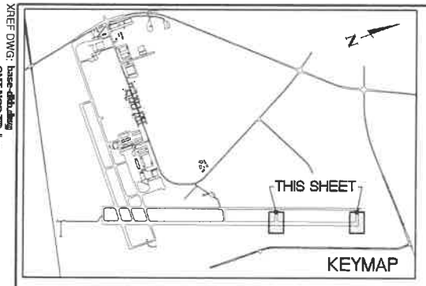
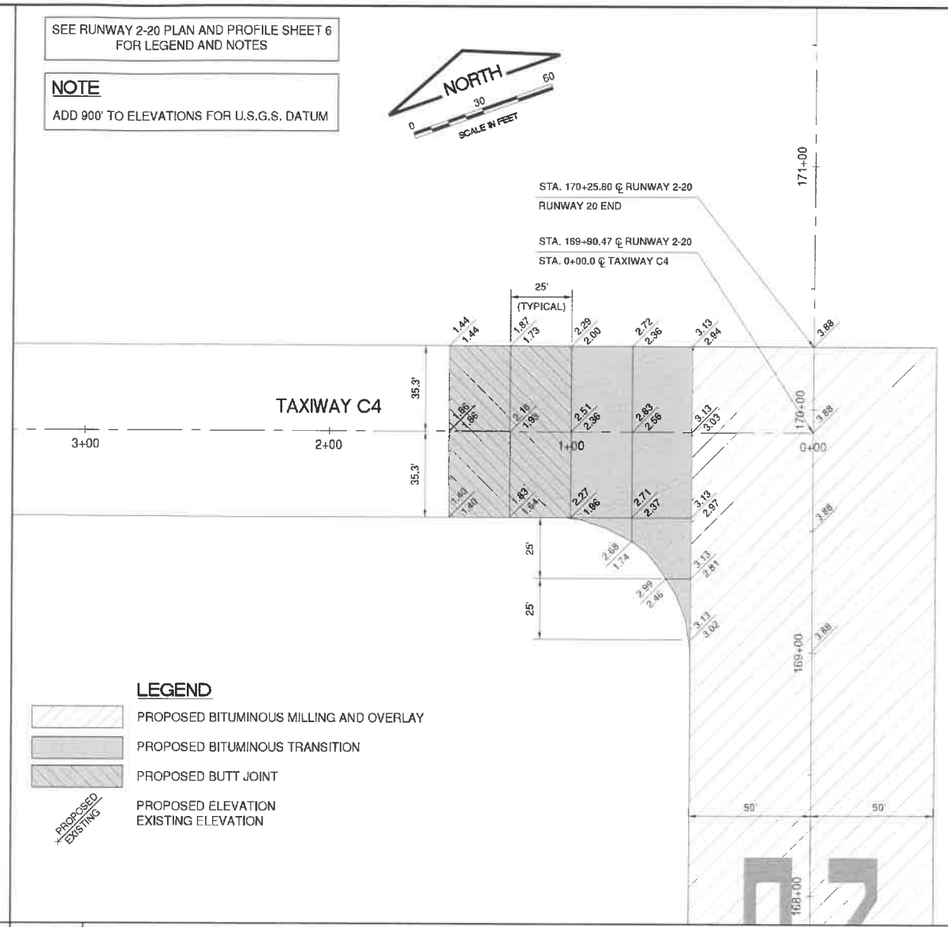


SEE RUNWAY 2-20 PLAN AND PROFILE SHEET 6 FOR LEGEND AND NOTES

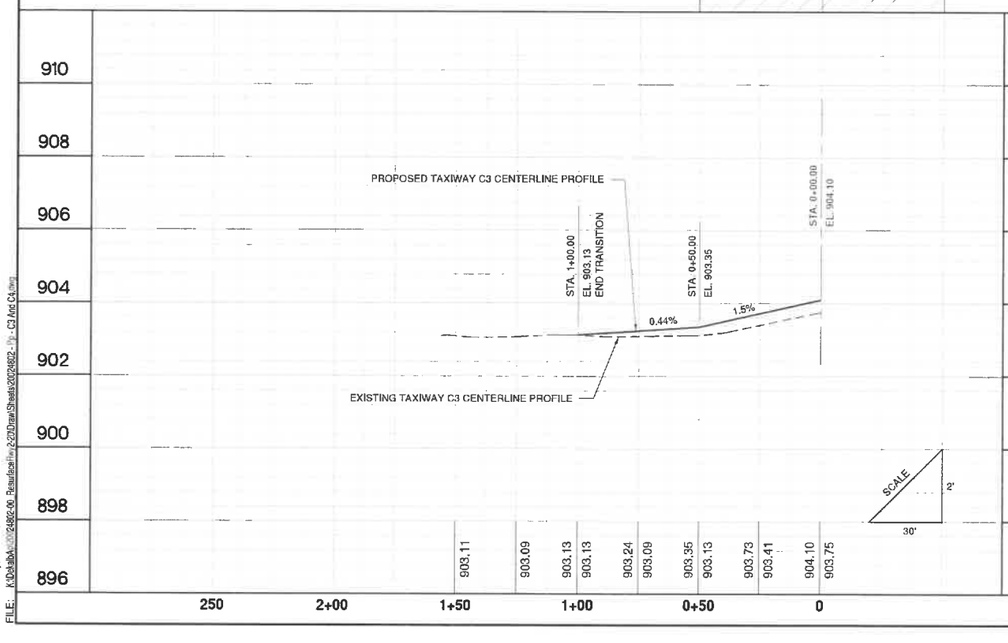
NOTE

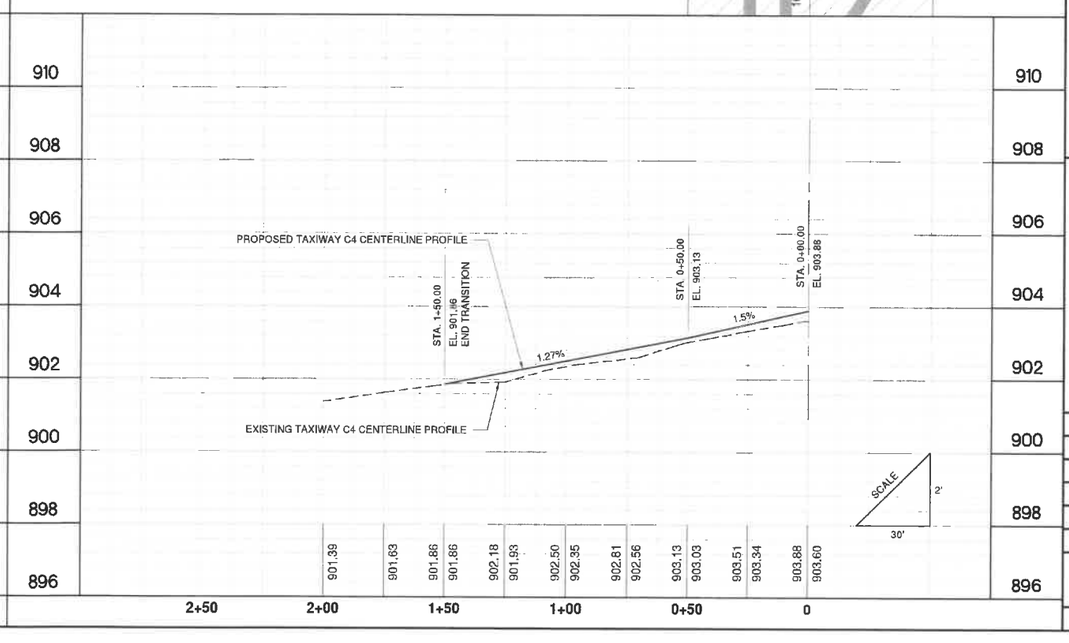
ADD 900' TO ELEVATIONS FOR U.S.G.S. DATUM



LEGEND

- PROPOSED BITUMINOUS MILLING AND OVERLAY
- PROPOSED BITUMINOUS TRANSITION
- PROPOSED BUTT JOINT
- PROPOSED / EXISTING — PROPOSED ELEVATION / EXISTING ELEVATION





IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PLAN AND PROFILE TAXIWAY C3 AND C4 INTERSECTION GRADE DETAILS

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DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 23 OF 31 SHEETS

DATE: Friday, June 5, 2020 7:19:16 AM
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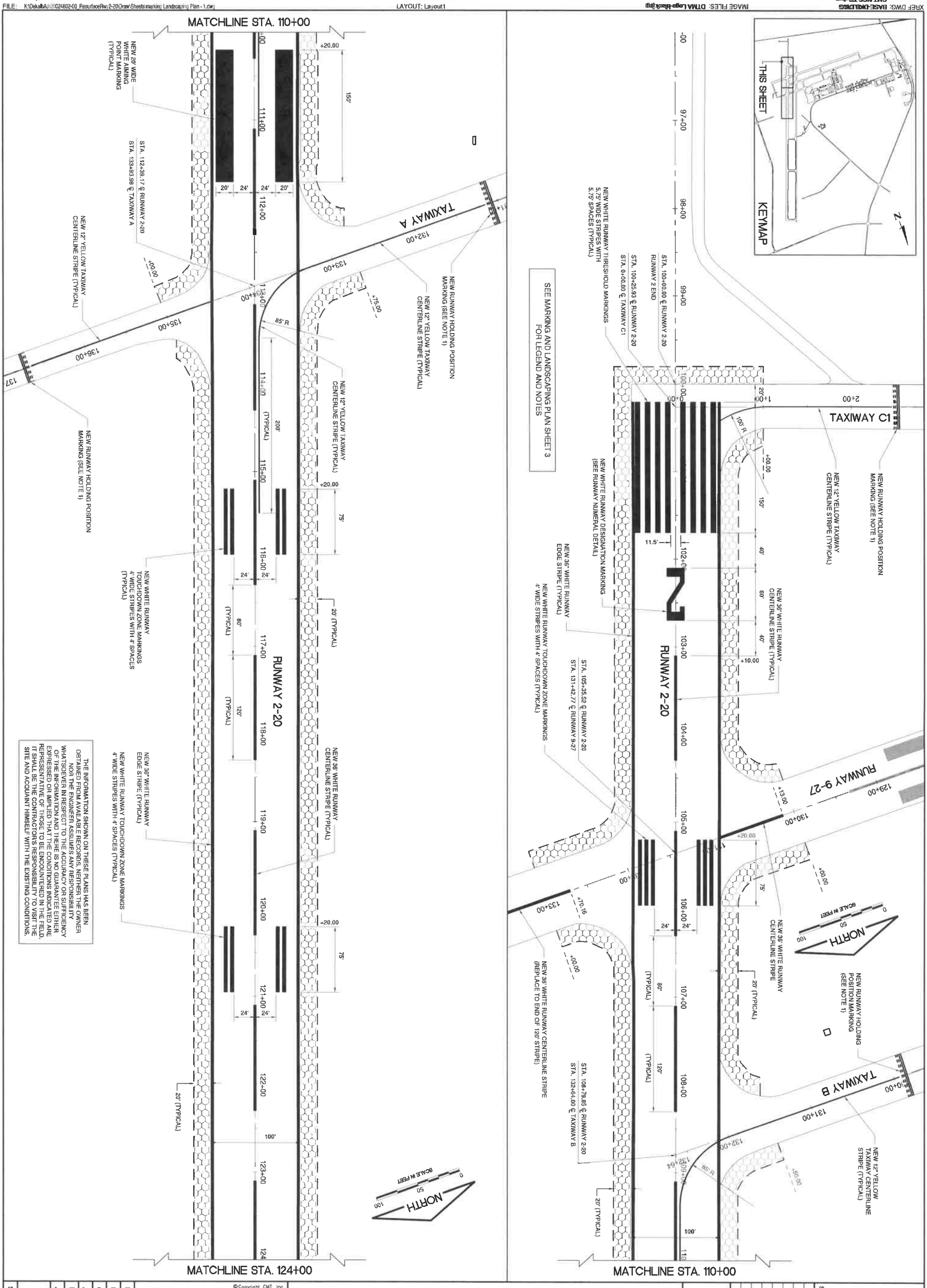
UPDATE BY: Jim Ohse
LAYOUT: Layout1



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DTMA
DeKalb Taylor Municipal Airport

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

MARKING AND LANDSCAPING PLAN
SHEET 1

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 24 OF 31 SHEETS

NUMBER	BY	DATE	REVISIONS

SURVEY BOOK # ----

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

0 1 2
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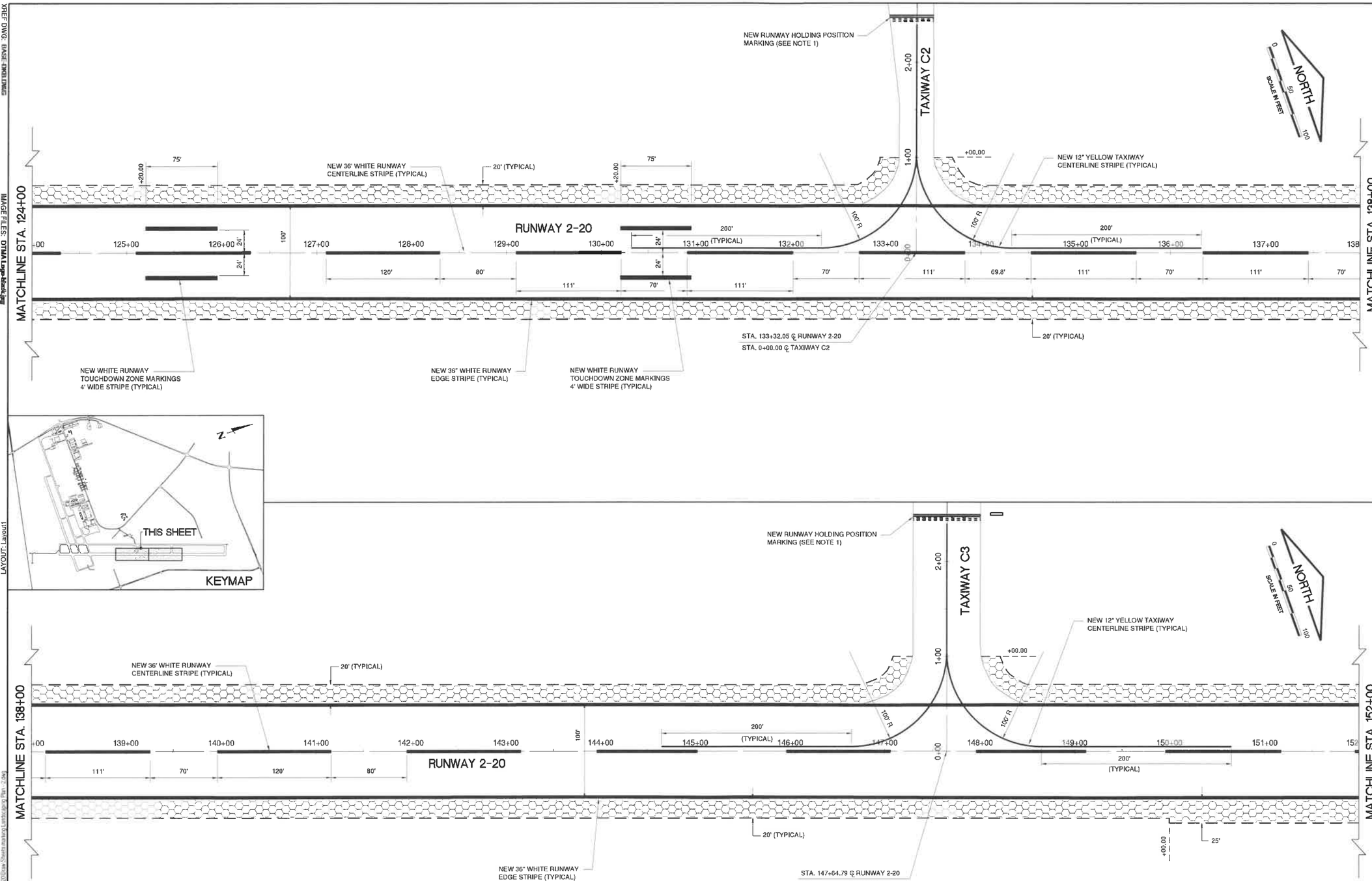

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SEE MARKING AND LANDSCAPING PLAN SHEET 3 FOR LEGEND AND NOTES

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

MARKING AND LANDSCAPING PLAN
SHEET 2

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DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

XREF DWG: BASE-DKB.DWG
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ALIGNMENT-DKB.dwg
IMAGE FILES: DTMA Logo-black.jpg
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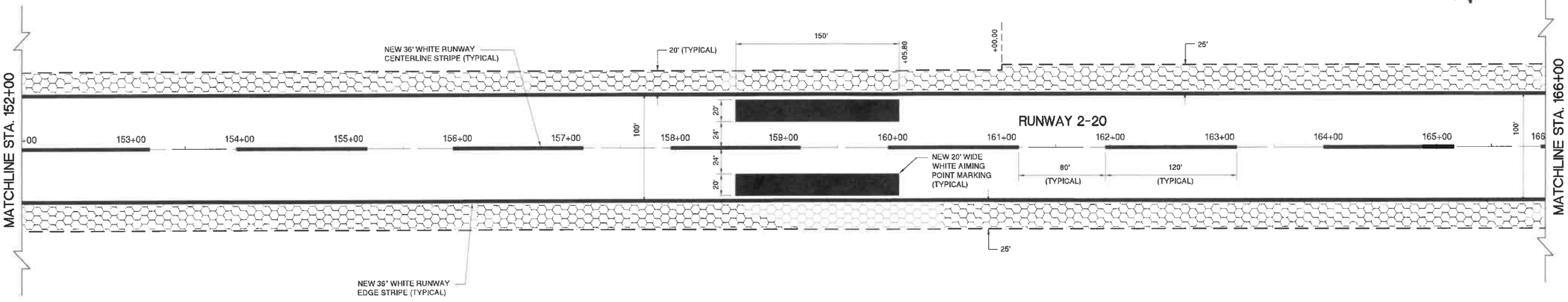

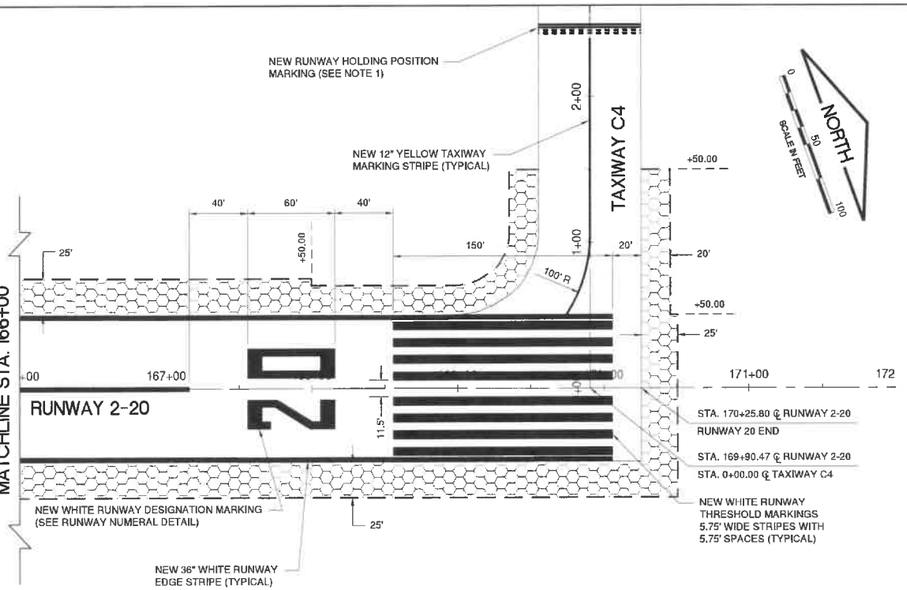

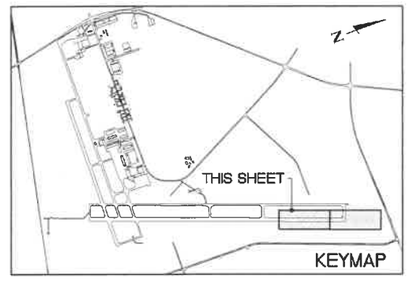

LEGEND

PROPOSED LIMITS OF SHOULDER ADJUSTMENT, SEEDING AND MULCHING.

NOTES

1. CONTRACTOR SHALL PROPERLY CLEAN PAVEMENT SURFACE OF EXISTING HOLDING POSITION MARKING LOCATIONS AND TAXIWAY CENTERLINES AND REMOVE LOOSE PARTICLES TO THE SATISFACTION OF THE AIRPORT AND RE-MARK IN ITS EXISTING LOCATION.

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

0 1 2
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

MARKING AND LANDSCAPING PLAN
SHEET 3

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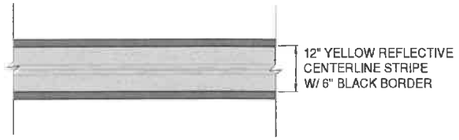
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

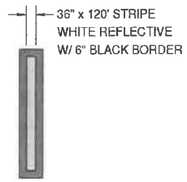
SHEET 26 OF 31 SHEETS

PAVEMENT MARKING NOTES

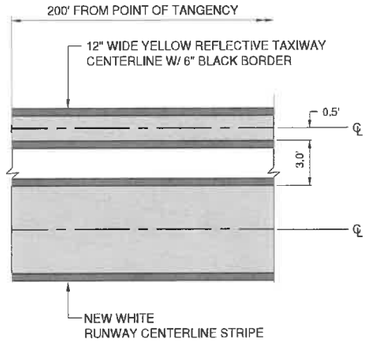
1. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
2. WHEN YELLOW TAXIWAY STRIPING CROSSES ANY WHITE RUNWAY STRIPING, THE TAXIWAY STRIPE SHALL BE TERMINATED 6" EACH SIDE OF RUNWAY STRIPE EXCEPT RUNWAY/RUNWAY HOLDLINE.
3. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS AND 6" BLACK BORDER. REFLECTIVE BEADS AND BLACK BORDER SHALL BE INCIDENTAL TO PAVEMENT MARKING.
4. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.
5. ALL LETTERS, NUMBERS AND SYMBOLS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1 (LATEST EDITION).
6. WHERE EXISTING MARKINGS ARE TO BE REPAINTED OVER, THE CONTRACTOR SHALL SCRAPE THE EXISTING MARKINGS TO REMOVE LOOSE PAINT PRIOR TO MARKING APPLICATION.
7. FOR RUNWAY EDGE MARKINGS, THE BLACK BORDER SHALL BE PLACED ON EACH SIDE OF THE STRIPE WHERE THERE IS ADJACENT PAVEMENT TO THE RUNWAY. IN AREAS WHERE THERE IS A TURF SHOULDER ADJACENT TO THE RUNWAY, BLACK BORDER SHALL ONLY BE PLACED ON ONE SIDE (CLOSEST TO RUNWAY CENTERLINE).



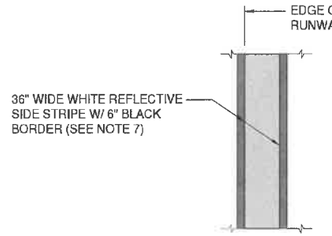
TAXIWAY CENTERLINE DETAIL
NOT TO SCALE



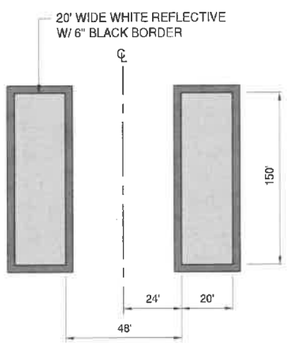
RUNWAY CENTERLINE - DASHED
NOT TO SCALE



TAXIWAY LEAD-IN TANGENT DETAIL
NOT TO SCALE



RUNWAY EDGE MARKING CONTINUOUS
NOT TO SCALE



AIMING POINT MARKERS
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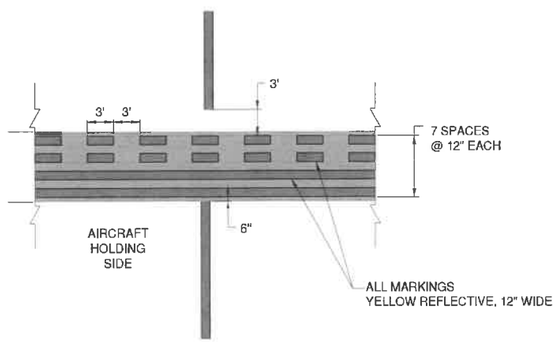

RUNWAY HOLDING POSITION MARKING
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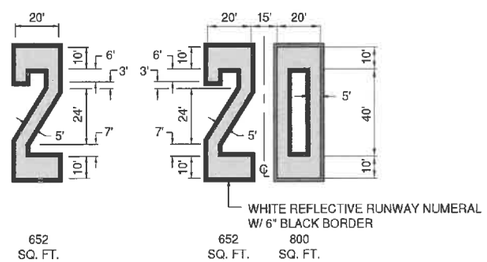

NUMERAL DETAILS
NOT TO SCALE

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ---

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

PAVEMENT MARKING DETAILS

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DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 27 OF 31 SHEETS

XREF DWG: CMT NCS TB.dwg
IMAGE FILES: DTMA Logo-black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
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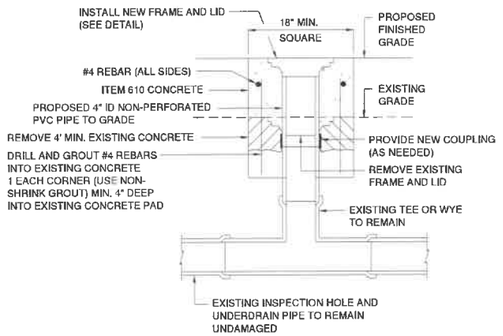


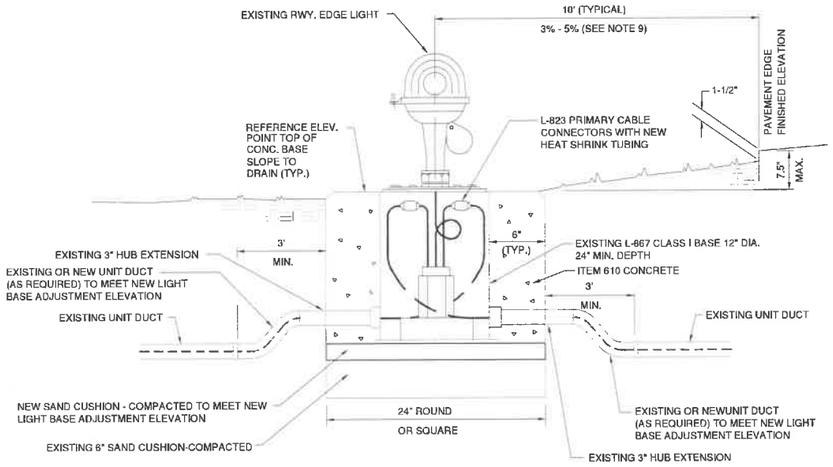
ADJUSTMENT OPTION A

UNDERDRAIN INSPECTION HOLE ADJUSTMENT DETAIL

NO SCALE

NOTES:

1. CONTRACTOR MAY CHOOSE OPTION A OR B. REGARDLESS OF METHOD USED, PAYMENT SHALL BE FOR ONLY ONE ITEM UNDER ITEM NO. AR705944.
2. CONTRACTOR SHALL VERIFY THE REQUIRED SIZE FOR EACH UNDERDRAIN PVC RISER BEFORE ORDERING MATERIALS.

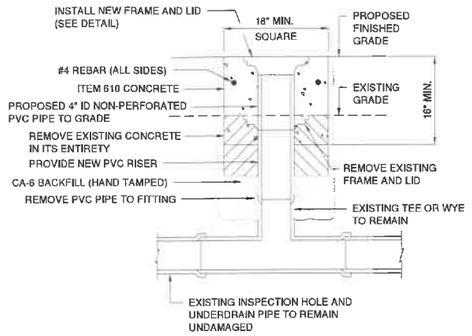


ADJUST BASE MOUNTED LIGHTS (BASE BID)

NO SCALE

METHOD OF CONSTRUCTION

1. UNPLUG AND REMOVE FIXTURE. ADJUST SHOULDERS TO GRADE.
2. EXCAVATE BASE MOUNTED LIGHT AND LIGHTING CIRCUIT.
3. REMOVE LIGHTING CIRCUIT FROM BASE CAN.
4. PLACE AND COMPACT SAND CUSHION AS REQUIRED BY AMOUNT OF ADJUSTMENT.
5. NEW UNIT DUCT/SPLICES AS REQUIRED.
6. REPLACE BASE CAN AND REPLACE LIGHTING CIRCUIT. SEAL CABLE ENTRANCES WITH DUCT SEAL.
7. PLUG FIXTURE BACK INTO CIRCUIT AND REPLACE HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE OVER ENTIRE CONNECTOR (2 PER FIXTURE).
8. BACKFILL EXCAVATED EARTH MATERIALS AND COMPACT.
9. SEE SHOULDER GRADE TABLE FOR PROPOSED SLOPES NEAREST EACH LIGHT TO BE ADJUSTED.
10. NEW L-867 EXTENSIONS SHALL ALSO BE ALLOWED AS AN OPTION FOR ADJUSTING BASE MOUNTED LIGHTS OR CANS.
11. THE CONTRACTOR WILL BE REQUIRED TO COLLECT THE ELEVATIONS OF THE EXISTING BASE MOUNTED AND STAKE MOUNTED LIGHTS PRIOR TO ADJUSTING THE LIGHTS. DETERMINE THE CORRECT VERTICAL ADJUSTMENT DIMENSION BASED ON THE OVERLAY GRADES AND PROPOSED SHOULDER SLOPES SHOWN IN THE PLANS NEAREST EACH LIGHT, AND THE LIGHT ADJUSTMENT DETAILS. THE CONTRACTOR SHALL ORDER ADJUSTMENT MATERIALS PRIOR TO BEGINNING WORK.



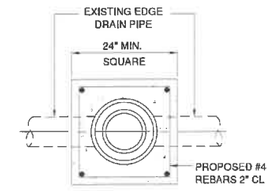
ADJUSTMENT OPTION B

UNDERDRAIN INSPECTION HOLE ADJUSTMENT DETAIL

NO SCALE

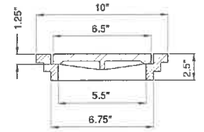
NOTES:

1. CONTRACTOR MAY CHOOSE OPTION A OR B. REGARDLESS OF METHOD USED, PAYMENT SHALL BE FOR ONLY ONE ITEM UNDER ITEM NO. AR705944.
2. CONTRACTOR SHALL VERIFY THE REQUIRED SIZE FOR EACH UNDERDRAIN PVC RISER BEFORE ORDERING MATERIALS.



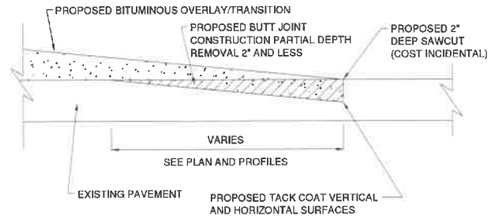
TOP VIEW

N.T.S.



CAST IRON FRAME AND COVER

N.T.S.



BUTT JOINT DETAIL

NO SCALE

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

0 1 2

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

MISCELLANEOUS DETAILS

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DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 28 OF 31 SHEETS

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UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:19:59 AM
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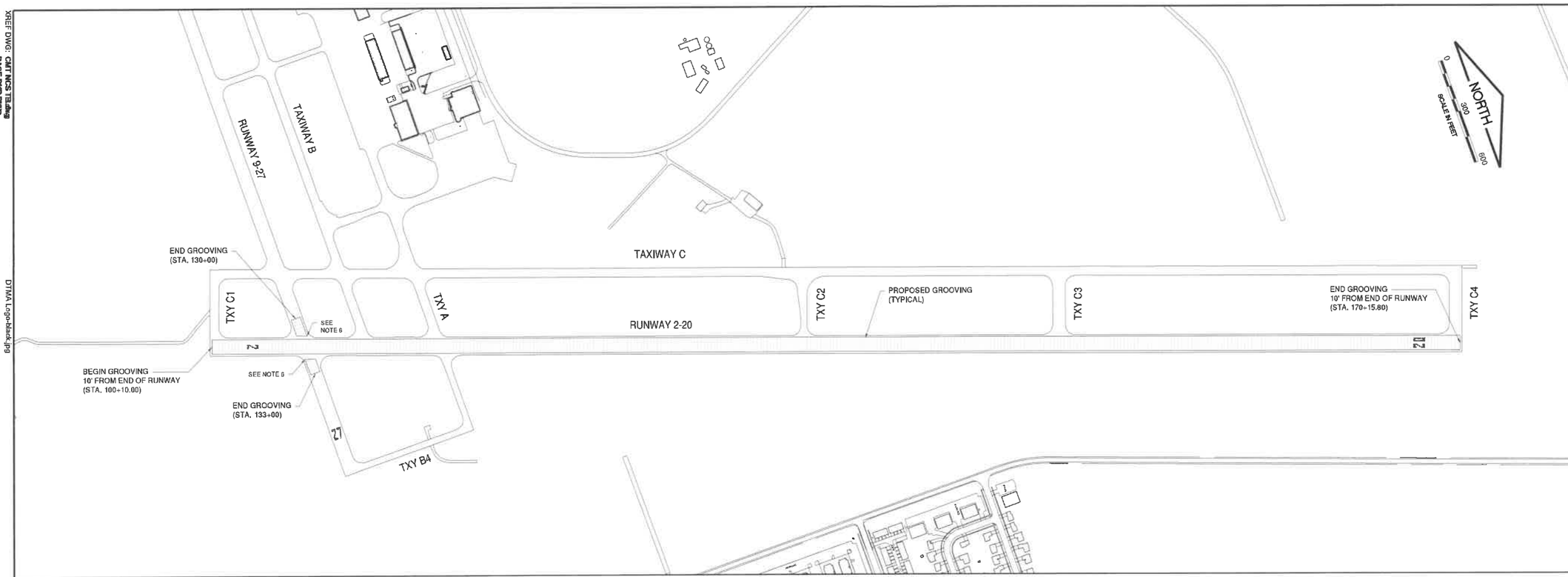
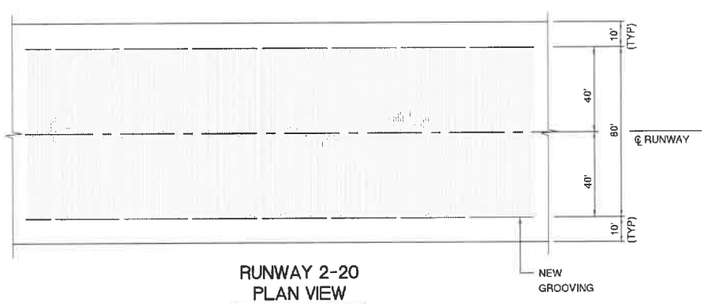
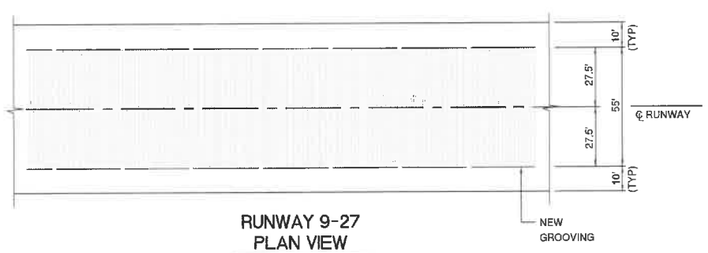
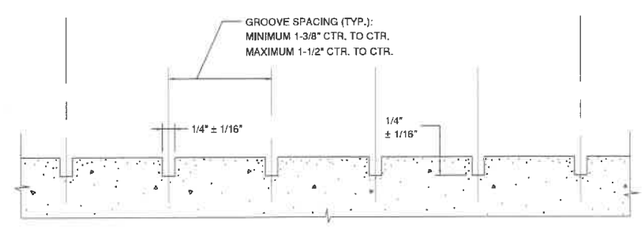




RUNWAY 2-20
PLAN VIEW
NO SCALE



RUNWAY 9-27
PLAN VIEW
NO SCALE



GROOVE DIMENSIONS
NO SCALE

GROOVING NOTES

1. AFTER COMPLETION OF HMA PAVING, RUNWAY 2-20 AND 9-27 SHALL BE ALLOWED TO CURE A MINIMUM OF 28 DAYS PRIOR TO THE COMMENCEMENT OF GROOVING OPERATIONS.
2. GROOVING SHALL EXTEND OUTWARD 40' FROM CENTERLINE OF RUNWAY 2-20 AND 27.5' FROM CENTERLINE OF RUNWAY 9-27.
3. SUCCESSIVE PASSES OF GROOVING MACHINE SHALL NOT OVERLAP.
4. EXTREME CARE SHALL BE TAKEN WHEN GROOVING NEAR IN-PAVEMENT LIGHT FIXTURES. GROOVES SHALL BE SAWED NO CLOSER THAN 6" AND NO MORE THAN 18" TO SUCH FACILITIES.
5. CLEANUP OF WASTE MATERIAL SHALL BE CONTINUOUS AND TIMELY DURING THE GROOVING OPERATION. WASTE MATERIAL SHALL BE DISPOSED OF OFF AIRPORT PROPERTY.
6. GROOVING ON RUNWAY 9-27 SHALL STOP 10' FROM EXTENDED EDGE OF RUNWAY 2-20 AND SHALL BE CUT IN A STEP PATTERN. WIDTH OF STEPS SHALL NOT EXCEED 40 INCHES IN WIDTH.

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

GROOVING PLAN AND DETAILS

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DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

XREF DWG: CMT NCS TEL.dwg
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DATE: Friday, June 5, 2020 7:20:05 AM
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DEKALB -TAYLOR MUNICIPAL AIRPORT

RUNWAY 2-20 BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES

STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	70' LEFT		50' LEFT				25' LEFT				CENTERLINE					25' RIGHT				50' RIGHT				70' RIGHT		NEW PAVEMENT CROSS SLOPE (RIGHT)
		MATCH ELEV. (TURF)	SLOPE * (%)	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	LONG. SLOPE	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	MATCH ELEV. (TURF)	SLOPE * (%)	
100+00.00	1.50%	TAXIWAY C1		912.03	911.89	0.17	0.31	912.41	912.24	0.17	0.33	912.78	912.49	0.17	0.46	-0.770%	912.41	912.19	0.17	0.38	912.03	911.87	0.17	0.33	911.7	1.1%	1.50%
100+50.00	1.50%	TAXIWAY C1		911.65	911.52	0.17	0.29	912.02	911.86	0.17	0.33	912.40	912.11	0.17	0.45	-0.770%	912.02	911.80	0.17	0.39	911.65	911.51	0.17	0.30	911.2	1.8%	1.50%
101+00.00	1.50%	910.8	1.7%	911.26	911.16	0.17	0.27	911.64	911.44	0.17	0.36	912.01	911.78	0.17	0.40	-0.770%	911.64	911.39	0.17	0.41	911.26	911.08	0.17	0.35	910.8	1.7%	1.50%
101+50.00	1.50%	910.2	2.5%	910.88	910.78	0.17	0.26	911.25	911.08	0.17	0.34	911.63	911.36	0.17	0.43	-0.770%	911.25	910.99	0.17	0.43	910.88	910.49	0.17	0.55	910.4	1.8%	1.50%
102+00.00	1.50%	909.7	3.3%	910.49	910.31	0.17	0.35	910.87	910.70	0.17	0.33	911.24	911.01	0.17	0.40	-0.770%	910.87	910.60	0.17	0.43	910.49	910.29	0.17	0.37	910.0	1.7%	1.50%
102+50.00	1.50%	909.3	3.4%	910.11	909.89	0.17	0.38	910.48	910.27	0.17	0.38	910.86	910.64	0.17	0.38	-0.770%	910.56	910.26	0.17	0.46	910.26	909.87	0.17	0.55	909.6	2.5%	1.20%
103+00.00	1.50%	909.2	1.9%	909.72	909.46	0.17	0.43	910.10	909.90	0.17	0.36	910.47	910.25	0.17	0.39	-0.770%	910.25	909.87	0.17	0.54	910.03	909.49	0.17	0.70	909.3	3.2%	0.89%
103+50.00	1.50%	908.6	3.0%	909.34	909.01	0.17	0.49	909.71	909.47	0.17	0.41	910.09	909.87	0.17	0.38	-0.770%	909.94	909.49	0.17	0.62	909.80	909.01	0.17	0.95	908.8	4.6%	0.58%
104+00.00	1.50%	908.2	3.0%	908.95	908.75	0.17	0.37	909.33	909.10	0.17	0.39	909.70	909.48	0.17	0.39		909.64	909.13	0.17	0.67	909.57	908.77	0.17	0.97	908.5	4.8%	0.26%
104+50.00	1.14%	RUNWAY 9-27		908.75	908.47	0.17	0.45	909.04	908.81	0.17	0.39	909.32	909.11	0.17	0.38		909.33	908.89	0.17	0.61	909.34	908.47	0.17	1.04	908.4	4.1%	-0.04%
105+00.00	0.84%	RUNWAY 9-27		908.55	908.33	0.17	0.39	908.76	908.49	0.17	0.44	908.97	908.75	0.17	0.39		909.04	908.64	0.17	0.57	909.11	908.39	0.17	0.89	RUNWAY 9-27		-0.28%
105+50.00	1.00%	RUNWAY 9-27		908.13	907.98	0.17	0.32	908.38	908.21	0.17	0.34	908.63	908.43	0.17	0.37		908.75	908.50	0.17	0.42	908.88	908.62	0.17	0.42	RUNWAY 9-27		-0.49%
106+00.00	1.06%	907.2	2.3%	907.78	907.62	0.17	0.33	908.05	907.90	0.17	0.31	908.31	908.15	0.17	0.33		908.42	908.22	0.17	0.36	908.52	908.22	0.17	0.47	RUNWAY 9-27		-0.42%
106+50.00	1.18%	906.7	3.0%	907.43	907.20	0.17	0.40	907.73	907.59	0.17	0.30	908.02	907.85	0.17	0.34		908.09	907.84	0.17	0.42	908.16	907.72	0.17	0.61	907.6	2.4%	-0.28%
107+00.00	1.32%	906.4	2.7%	907.08	906.90	0.17	0.35	907.41	907.25	0.17	0.33	907.74	907.57	0.17	0.34		907.83	907.46	0.17	0.53	907.91	907.21	0.17	0.87	907.0	4.2%	-0.34%
107+50.00	1.30%	906.2	2.4%	906.83	906.65	0.17	0.35	907.16	907.02	0.17	0.30	907.48	907.34	0.17	0.31		907.57	907.32	0.17	0.42	907.66	907.19	0.17	0.64	906.9	3.4%	-0.36%
108+00.00	1.34%	TAXIWAY B		906.57	906.42	0.17	0.32	906.91	906.78	0.17	0.29	907.24	907.12	0.17	0.29		907.38	907.18	0.17	0.36	907.51	907.13	0.17	0.55	906.8	2.9%	-0.54%
108+50.00	1.38%	TAXIWAY B		906.32	906.21	0.17	0.28	906.67	906.53	0.17	0.30	907.01	906.87	0.17	0.31		907.19	907.00	0.17	0.35	907.36	907.16	0.17	0.37	906.8	2.3%	-0.70%
109+00.00	1.30%	TAXIWAY B		906.16	905.99	0.17	0.34	906.49	906.40	0.17	0.25	906.81	906.66	0.17	0.32		907.01	906.80	0.17	0.38	907.21	907.09	0.17	0.29	906.6	2.3%	-0.80%
109+50.00	1.26%	905.2	3.3%	906.00	905.84	0.17	0.33	906.32	906.15	0.17	0.33	906.63	906.41	0.17	0.39		906.74	906.49	0.17	0.41	906.84	906.75	0.17	0.26	906.3	2.2%	-0.42%
110+00.00	1.28%	904.9	3.8%	905.83	905.55	0.17	0.45	906.15	905.92	0.17	0.40	906.47	906.24	0.17	0.40		906.47	906.29	0.17	0.34	906.46	906.32	0.17	0.31	906.0	1.5%	0.02%
110+50.00	1.30%	904.7	4.3%	905.67	905.45	0.17	0.39	906.00	905.74	0.17	0.42	906.32	906.09	0.17	0.40		906.21	906.07	0.17	0.30	906.09	905.87	0.17	0.39	905.3	3.1%	0.46%
111+00.00	1.39%	904.6	4.0%	905.51	905.29	0.17	0.38	905.85	905.61	0.17	0.41	906.20	905.91	0.17	0.46		905.96	905.80	0.17	0.32	905.71	905.57	0.17	0.31	905.1	2.5%	0.98%
111+50.00	1.50%	904.5	3.4%	905.34	905.17	0.17	0.34	905.72	905.51	0.17	0.37	906.09	905.81	0.17	0.45		905.72	905.56	0.17	0.32	905.34	905.17	0.17	0.34	904.6	3.3%	1.50%
112+00.00	1.50%	TAXIWAY A		905.25	905.05	0.17	0.37	905.63	905.45	0.17	0.34	906.00	905.70	0.17	0.47		905.63	905.46	0.17	0.33	905.25	905.05	0.17	0.37	904.6	2.9%	1.50%
112+50.00	1.50%	TAXIWAY A		905.19	905.00	0.17	0.36	905.57	905.37	0.17	0.36	905.94	905.68	0.17	0.43		905.57	905.38	0.17	0.35	905.19	904.92	0.17	0.44	904.3	3.7%	1.50%
113+00.00	1.50%	TAXIWAY A		905.14	904.89	0.17	0.42	905.52	905.37	0.17	0.31	905.89	905.69	0.17	0.37		905.52	905.31	0.17	0.37	905.14	904.94	0.17	0.37	TAXIWAY A		1.50%
113+50.00	1.50%	904.3	3.3%	905.11	904.84	0.17	0.44	905.49	905.33	0.17	0.32	905.86	905.71	0.17	0.32		905.49	905.30	0.17	0.35	905.11	904.91	0.17	0.37	TAXIWAY A		1.50%
114+00.00	1.50%	904.4	3.1%	905.10	904.88	0.17	0.39	905.48	905.34	0.17	0.30	905.85	905.65	0.17	0.37		905.48	905.26	0.17	0.38	905.10	904.85	0.17	0.42	904.2	3.8%	1.50%
114+50.00	1.50%	904.4	3.1%	905.10	904.84	0.17	0.43	905.48	905.27	0.17	0.37	905.85	905.63	0.17	0.39	0.00%	905.48	905.27	0.17	0.37	905.10	904.83	0.17	0.44	904.1	4.4%	1.50%
115+00.00	1.50%	904.4	3.1%	905.10	904.92	0.17	0.35	905.48	905.30	0.17	0.34	905.85	905.62	0.17	0.40	0.00%	905.48	905.25	0.17	0.39	905.10	904.86	0.17	0.41	904.2	3.7%	1.50%
115+50.00	1.50%	904.4	3.0%	905.10	904.93	0.17	0.34	905.48	905.34	0.17	0.30	905.85	905.69	0.17	0.33	0.00%	905.48	905.32	0.17	0.32	905.10	904.88	0.17	0.39	904.3	3.4%	1.50%
116+00.00	1.50%	904.3	3.2%	905.10	904.94	0.17	0.33	905.48	905.36	0.17	0.28	905.85	905.71	0.17	0.31	0.00%	905.48	905.32	0.17	0.32	905.10	904.85	0.17	0.42	904.3	3.6%	1.50%
116+50.00	1.50%	904.3	3.2%	905.10	904.84	0.17	0.43	905.48	905.29	0.17	0.35	905.85	905.64	0.17	0.38	0.00%	905.48	905.24	0.17	0.40	905.10	904.81	0.17	0.46	904.2	3.7%	1.50%
117+00.00	1.50%	904.3	3.4%	905.10	904.93	0.17	0.34	905.48	905.25	0.17	0.39	905.85	905.59	0.17	0.43	0.00%	905.48	905.28	0.17	0.36	905.10	904.89	0.17	0.38	904.4	3.0%	1.50%
117+50.00	1.50%	904.3	3.4%	905.10	904.93	0.17	0.34	905.48	905.26	0.17	0.38	905.85	905.66	0.17	0.36	0.00%	905.48	905.26	0.17	0.38	905.10	904.84	0.17	0.43	904.3	3.6%	1.50%
118+00.00	1.50%	904.3	3.5%	905.10	904.87	0.17	0.40	905.48	905.25	0.17	0.39	905.85	905.67	0.17	0.35	0.00%	905.48	905.27	0.17	0.37	905.10	904.83	0.17	0.44	904.3	3.4%	1.50%
118+50.00	1.50%	904.3	3.2%	905.10	904.82	0.17	0.45	905.48	905.21	0.17	0.43	905.85	905.62	0.17	0.40	0.00%	905.48	905.23	0.17	0.41	905.10	904.80	0.17	0.47	904.3	3.4%	1.50%
119+00.00	1.50%	904.3	3.5%	905.10	904.88	0.17	0.39	905.48	905.22	0.17	0.42	905.85	905.63	0.17	0.39	0.00%	905.48	905.22	0.17	0.42	905.10	904.84	0.17	0.43	904.4	3.1%	1.50%
119+50.00	1.50%	904.3	3.6%	905.10	904.81	0.17	0.46	905.48	905.22	0.17	0.42	905.85	905.64	0.17	0.38	0.00%	905.48	905.26	0.17	0.38	905.10	904.80	0.17	0.47	904.2	3.7%	1.50%
120+00.00	1.50%	904.3	3.5%	905.10	904.85	0.17	0.42	905.48	905.24	0.17	0.40	905.85	905.64	0.17	0.38	0.00%	905.48	905.22	0.17	0.42	905.10	904.83	0.17	0.44	904.2	3.7%	1.50%
120+50.00	1.50%	904.2	3.8%	905.10	904.73	0.17	0.54	905.48	905.22	0.17	0.42	905.85	905.62	0.17	0.40	0.00%	905.48	905.23	0.17	0.41	905.10	904.70	0.17	0.57	904.2	4.0%	1.50%
121+00.00	1.50%	904.2	4.1%	905.10	904.77	0.17	0.50	905.48	905.22	0.17	0.42	905.85	905.63	0.17	0.39	0.00%	905.48	905.19	0.17	0.45	905.10	904.83	0.17	0.44	904.2	3.7%	1.50%
121+50.00	1.50%	904.3	3.4%	905.10	904.80	0.17	0.47	905.48	905.21	0.17	0.43	905.85	905.62	0.17	0.40	0.00%	905.48	905.21	0.17	0.43	905.10	904.76	0.17	0.51	904.3	3.6%	1.50%
122+00.00	1.50%	904.2	3.7%	905.10	904.84	0.17	0.43	905.48	905.22	0.17	0.42	905.85	905.62	0.17	0.40	0.00%	905.48	905.19	0.17	0.45	905.10	904.82	0.17	0.45	904.3	3.6%	1.50%
122+50.00	1.50%	904.3	3.4%	905.10	904.80	0.17	0.47	905.48	905.24	0.17	0.40	905.85	905.61	0.17	0.41	0.00%	905.48	905.22	0.17	0.42	905.10	904.78	0.17	0.49	904.3	3.6%	1.50%
123+00.00	1.50%	904.3	3.2%	905.10	904.87	0.17	0.40	905.48	905.29	0.17	0.35	905.85	905.61	0.17	0.41	0.00%	905.48	905.25	0.17	0.39	905.10	904.79	0.17	0.48	904.5	2.6%	1.50%
123+50.00	1.50%	904.3	3.3%	905.10	904.86	0.17	0.41	905.48	905.28	0.17	0.36	905.85	905.63	0.17	0.39	0.00%	905.48	905.24	0.17	0.40	905.10	904.78	0.17	0.49	904.3	3.5%	1.50%
124+00.00	1.50%	904.3	3.2%	905.10	904.86	0.17	0.41	905.48	905.28	0.17	0.36	905.85	905.65	0.17	0.37	0.00%	905.48	905.24	0.17	0.40	905.10	904.78	0.17	0.49	904.4	3.1%	1.50%
124+50.00	1.50%	904.3	3.3%	905.10	904.84	0.17	0.43	905.48	905.30	0.17	0.34	905.85	905.63	0.17	0.39	0.00%	905.48	905.23	0.17	0.41	905.10	904.75	0.17	0.52	904.3	3.6%	1.50%
125+00.00	1.50%	904.4	3.1%	905.10	904.84	0.17	0.43	905.48	905.31	0.17	0.33	905.85	905.64	0.17	0.38	0.00%	905.48	905.25	0.17	0.39	905.10	904.75	0.17	0.52	904.3	3.2%	1.50%
125+50.00	1.50%	904.4	2.9%	905.10	904.86	0.17	0.41	905.48	905.32	0.17	0.32	905.85	905.65	0.17	0.37	0.00%	905.48	905.28	0.17	0.36	905.10	904.71	0.17	0.56	904.4	3.1%	1.50%
126+00.00	1.50%	904.4	2.9%	905.10	904.90	0.17	0.37	905.48	905.32	0.17	0.32	905.85	905.65	0.17	0.37	0.00%	905.48	905.30	0.17	0.34	905.10	904.86	0.17	0.41	904.4	2.9%	1.50%
126+50.00	1.50%	904.3	3.2%	905.10	904.91	0.17	0.36	905.48	905.32	0.17	0.32	905.85	905.64	0.17	0.38	0.00%	905.48	905.26	0.17	0.38	905.10	904.89	0.17	0.38	904.3	3.5%	1.50%
127+00.00	1.50%	904.4	3.1%	905.10	904.87	0.17	0.40	905.48	905.30	0.17	0.34	905.85	905.62	0.17	0.40	0.00%	905.48	905.24	0.17	0.40	905.10	904.84	0.17	0.43	904.2	3.7%	1.50%
127+50.00	1.50%	904.3	3.2%	905.10	904.87	0.17	0.40	905.48	905.31	0.17	0.33	905.85	905.67	0.17	0.35	0.00%	905.48	905.25	0.17	0.39	905.10	904.80	0.17	0.47	904.2	3.7%	1.50%
128+00.00	1.50%	904.4	2.9%	905.10	904.88	0.17	0.39	905.48	905.30	0.17	0.34	905.85	905.67	0.17	0.35	0.00%	905.48	905.26	0.17	0.38	905.10	904.79	0.17	0.48	904.3	3.5%	1.50%
128+50.00	1.50%	904.4	3.1%	905.10	904.89	0.17	0.38	905.48	905.32	0.17	0.32	905.85	905.66	0.17	0.36	0.00%	905.48	905.27	0.17	0.37	905.10	904.83	0.17	0.44	904.3	3.3%	1.50%
129+00.00	1.50%	904.4	3.1%	905.10	904.89	0.17	0.38	905.48	905.33	0.17	0.31	905.85	905.66	0.17	0.36	0.00%	905.48	905.27	0.17	0.37	905.10	904.88	0.17	0.39	904.3	3.5%	1.50%
129+50.00	1.50%	904.3	3.2%	905.10	904.91	0.17	0.36	905.48	905.34	0.17	0.30	905.85	905.64	0.17	0.38	0.00%	905.48	905.23	0.17	0.41	905.10	904.76	0.17	0.51	904.3	3.4%	1.50%
130+00.00	1.50%	904.5	2.4%	905.10	904.91	0.17	0.36	905.48	905.31	0.17	0.33	905.85	905.63	0.17	0.39	0.00%	905.48	905.25	0.17	0.39	905.10	904.81	0.17	0.46	904.4	2.9%	1.50%
130+50.00	1.50%	904.4	2.7%	905.10	904.92	0.17	0.35	905.48	905.29	0.17	0.35	905.85	905.64	0.17	0.38	0.00%	905.48	905.27	0.17	0.37	905.10	904.75	0.17	0.52	904.2	4.0%	1.50%
131+00.00	1.50%	904.4	2.7%	905.10	904.90	0.17	0.37	905.48	905.29	0.17	0.35	905.85	905.64	0.17	0.38	0.00%	905.48	905.28	0.17	0.36	905.10	904.79	0.17	0.48	904.2	3.7%	1.50%
131+50.00	1.50%	904.4	3.0%	905.10	904.93	0.17	0.34	905.48	905.31	0.17	0.33	905.85	905.63	0.17	0.39	0.00%	905.48	905.28	0.17	0.36	905.10	904.81	0.17	0.46	904.2	4.0%	1.50%
132+00.00	1.50%	904.3	3.3%	905.10	904.90	0.17	0.37	905.48	905.34	0.17	0.30	905.85	905.65	0.17	0.37	0.00%	905.48	905.31	0.17	0.33	905.10	904.77	0.17	0.50	904.2	3.8%	1.50%
132+50.00	1.50%	904.4	2.9%	905.10	904.84	0.17	0.43	905.48	905.36	0.17	0.28	905.85	905.66	0.17	0.36	0.00%	905.48	905.32	0.17	0.32	905.10	904.71	0.17	0.56	904.2	4.0%	1.50%
133+00.00	1.50%	TAXIWAY C2		905.10	904.90	0.17	0.37	905.48	905.36	0.17	0.28	905.85	905.64	0.17	0.38	0.00%	905.48	905.33	0.17	0.31	905.10	904.80	0.17	0.47	904.3	3.4%	1.50%
133+50.00	1.50%	TAXIWAY C2		905.10	904.93	0.17	0.34	905.48	905.36	0.17	0.28	905.85	905.66	0.17	0.36	0.00%	905.48	905.34	0.17	0.30	905.10	904.83	0.17	0.44	904.3	3.2%	1.50%
134+00.00	1.50%	904.4	2.8%	905.10	904.94	0.17	0.33	905.48	905.36	0.17	0.28	905.85	905.69	0.17	0.33	0.00%	905.48	905.34	0.17	0.30	905.10	904.78	0.17	0.49	904.3	3.5%	1.50%
134+50.00	1.50%	904.4	2.8%	905.10	904.86	0.17	0.41	905.48	905.32	0.17	0.32	905.85	905.65	0.17	0.37	0.00%	905.48	905.29	0.17	0.35	905.10	904.78	0.17	0.49	904.2	3.7%	1.50%
135+00.00	1.50%	904.3	3.3%	905.10	904.84	0.17	0.43	905.48	905.29	0.17	0.35	905.85	905.59	0.17	0.43	0.00%	905.48	905.27	0.17	0.37	905.10	904.77	0.17	0.50	904.2	3.7%	1.50%

1000' Vertical Curve

IL. CONTRACT: **DK061**
IL. LETTING ITEM: **01A**
IL. PROJECT: **DKB-4800**
S.B.G. PROJECT: **3-17-SBGP-156/TBD**

SURVEY BOOK # ---

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

BITUMINOUS MILLING, OVERLAY AND SHOULDER GRADE TABLE - SHEET 1

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DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

SHEET 30 OF 31 SHEETS

XREF DWG: CMT NCS TitleBlock.dwg
IMAGE FILES: DTMA Logo-Black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:00:08 AM
FILE: K:\DeKalb\200248\02.00 Resurface Rw 2-20\Draw\Sheets\200248 02 - Grade Table - 1.dwg

DEKALB -TAYLOR MUNICIPAL AIRPORT

RUNWAY 2-20 BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES

STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	70' LEFT		50' LEFT				25' LEFT				CENTERLINE					25' RIGHT				50' RIGHT				70' RIGHT		NEW PAVEMENT CROSS SLOPE (RIGHT)
		MATCH ELEV. (TURF)	SLOPE * (%)	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	LONG. SLOPE	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	MATCH ELEV. (TURF)	SLOPE * (%)	
135+50.00	1.50%	904.3	3.5%	905.10	904.84	0.17	0.43	905.48	905.27	0.17	0.37	905.85	905.54	0.17	0.48	0.00%	905.48	905.24	0.17	0.40	905.10	904.69	0.17	0.58	904.3	3.5%	1.50%
136+00.00	1.50%	904.3	3.2%	905.03	904.80	0.17	0.39	905.40	905.23	0.17	0.34	905.78	905.53	0.17	0.41	-0.146%	905.40	905.19	0.17	0.38	905.03	904.57	0.17	0.62	904.1	3.8%	1.50%
136+50.00	1.50%	904.2	3.1%	904.95	904.71	0.17	0.41	905.33	905.19	0.17	0.31	905.70	905.52	0.17	0.35	-0.146%	905.33	905.14	0.17	0.36	904.95	904.62	0.17	0.50	904.1	3.6%	1.50%
137+00.00	1.50%	904.1	3.5%	904.88	904.63	0.17	0.42	905.26	905.15	0.17	0.27	905.63	905.44	0.17	0.36	-0.146%	905.26	905.07	0.17	0.35	904.88	904.60	0.17	0.45	904.1	3.5%	1.50%
137+50.00	1.50%	904.0	3.4%	904.81	904.56	0.17	0.41	905.18	905.05	0.17	0.30	905.56	905.33	0.17	0.39	-0.146%	905.18	905.00	0.17	0.35	904.81	904.53	0.17	0.44	904.0	3.3%	1.50%
138+00.00	1.50%	903.9	3.5%	904.74	904.51	0.17	0.39	905.11	904.96	0.17	0.32	905.49	905.26	0.17	0.39	-0.146%	905.11	904.92	0.17	0.36	904.74	904.26	0.17	0.64	903.9	3.7%	1.50%
138+50.00	1.50%	903.8	3.6%	904.66	904.43	0.17	0.40	905.04	904.84	0.17	0.36	905.41	905.18	0.17	0.40	-0.146%	905.04	904.83	0.17	0.37	904.66	904.31	0.17	0.52	903.7	4.1%	1.50%
139+00.00	1.50%	903.8	3.5%	904.59	904.36	0.17	0.40	904.96	904.76	0.17	0.37	905.34	905.10	0.17	0.41	-0.146%	904.96	904.74	0.17	0.39	904.59	904.26	0.17	0.50	903.6	4.2%	1.50%
139+50.00	1.50%	903.8	3.2%	904.52	904.31	0.17	0.37	904.89	904.73	0.17	0.33	905.27	905.05	0.17	0.38	-0.146%	904.89	904.69	0.17	0.37	904.52	904.16	0.17	0.52	903.6	4.0%	1.50%
140+00.00	1.50%	903.6	3.8%	904.44	903.98	0.17	0.63	904.82	904.68	0.17	0.30	905.19	905.00	0.17	0.36	-0.146%	904.82	904.64	0.17	0.34	904.44	903.86	0.17	0.75	903.4	4.7%	1.50%
140+50.00	1.50%	903.7	3.0%	904.37	904.20	0.17	0.34	904.75	904.61	0.17	0.30	905.12	904.95	0.17	0.34	-0.146%	904.75	904.58	0.17	0.33	904.37	904.01	0.17	0.53	903.5	3.9%	1.50%
141+00.00	1.50%	903.5	3.5%	904.30	904.13	0.17	0.33	904.67	904.54	0.17	0.30	905.05	904.87	0.17	0.34	-0.146%	904.67	904.51	0.17	0.33	904.30	903.97	0.17	0.49	903.4	3.7%	1.50%
141+50.00	1.50%	903.4	3.4%	904.22	904.03	0.17	0.36	904.60	904.48	0.17	0.29	904.97	904.78	0.17	0.36	-0.146%	904.60	904.42	0.17	0.35	904.22	903.89	0.17	0.50	903.3	3.9%	1.50%
142+00.00	1.50%	903.3	3.4%	904.15	903.82	0.17	0.50	904.53	904.41	0.17	0.28	904.90	904.72	0.17	0.35	-0.146%	904.53	904.36	0.17	0.33	904.15	903.80	0.17	0.52	903.3	3.9%	1.50%
142+50.00	1.50%	903.4	3.0%	904.08	903.89	0.17	0.35	904.45	904.34	0.17	0.28	904.83	904.64	0.17	0.35	-0.146%	904.45	904.27	0.17	0.35	904.08	903.69	0.17	0.55	903.2	3.9%	1.50%
143+00.00	1.50%	903.3	3.2%	904.01	903.80	0.17	0.37	904.38	904.22	0.17	0.33	904.76	904.54	0.17	0.38	-0.146%	904.38	904.17	0.17	0.38	904.01	903.64	0.17	0.53	903.1	3.9%	1.50%
143+50.00	1.50%	903.2	3.0%	903.93	903.71	0.17	0.39	904.31	904.12	0.17	0.35	904.68	904.48	0.17	0.37	-0.146%	904.31	904.11	0.17	0.36	903.93	903.54	0.17	0.56	903.1	3.8%	1.50%
144+00.00	1.50%	903.3	2.3%	903.86	903.53	0.17	0.50	904.23	904.11	0.17	0.29	904.61	904.40	0.17	0.38	-0.146%	904.23	904.05	0.17	0.35	903.86	903.46	0.17	0.57	903.0	3.9%	1.50%
144+50.00	1.50%	903.0	3.6%	903.79	903.59	0.17	0.36	904.16	904.05	0.17	0.28	904.54	904.33	0.17	0.37	-0.146%	904.16	904.01	0.17	0.32	903.79	903.38	0.17	0.57	903.0	3.4%	1.50%
145+00.00	1.50%	902.8	4.2%	903.71	903.49	0.17	0.39	904.09	903.94	0.17	0.31	904.46	904.23	0.17	0.40	-0.146%	904.09	903.93	0.17	0.32	903.71	903.32	0.17	0.56	902.8	3.9%	1.50%
145+50.00	1.50%	902.8	3.4%	903.64	903.46	0.17	0.35	904.02	903.87	0.17	0.31	904.39	904.16	0.17	0.40	-0.146%	904.02	903.81	0.17	0.37	903.64	903.29	0.17	0.52	902.8	3.7%	1.50%
146+00.00	1.50%	902.7	3.5%	903.57	903.25	0.17	0.48	903.94	903.69	0.17	0.42	904.32	904.04	0.17	0.44	-0.146%	903.94	903.64	0.17	0.47	903.57	903.23	0.17	0.50	902.5	4.5%	1.50%
146+50.00	1.50%	902.6	3.7%	903.49	903.21	0.17	0.45	903.87	903.67	0.17	0.37	904.24	903.98	0.17	0.43	-0.146%	903.87	903.60	0.17	0.44	903.49	903.12	0.17	0.54	902.6	3.8%	1.50%
147+00.00	1.50%	TAXIWAY C3		903.42	903.21	0.17	0.38	903.80	903.57	0.17	0.39	904.17	903.91	0.17	0.43	-0.146%	903.80	903.57	0.17	0.39	903.42	903.08	0.17	0.51	902.4	4.4%	1.50%
147+50.00	1.50%	TAXIWAY C3		903.35	903.10	0.17	0.41	903.72	903.51	0.17	0.38	904.10	903.78	0.17	0.48	-0.146%	903.72	903.50	0.17	0.39	903.35	903.04	0.17	0.47	902.3	4.8%	1.50%
148+00.00	1.50%	TAXIWAY C3		903.28	903.03	0.17	0.41	903.65	903.46	0.17	0.36	904.03	903.66	0.17	0.53	-0.146%	903.65	903.44	0.17	0.38	903.28	903.00	0.17	0.44	902.2	4.7%	1.50%
148+50.00	1.50%	902.8	1.4%	903.20	903.02	0.17	0.35	903.58	903.40	0.17	0.34	903.95	903.53	0.17	0.59	-0.146%	903.58	903.38	0.17	0.36	903.20	902.96	0.17	0.41	902.2	4.5%	1.50%
149+00.00	1.50%	902.3	3.4%	903.13	902.96	0.17	0.34	903.50	903.38	0.17	0.29	903.88	903.74	0.17	0.31	-0.146%	903.50	903.34	0.17	0.33	903.13	902.94	0.17	0.36	902.0	5.0%	1.50%
149+50.00	1.50%	902.0	4.9%	903.13	902.94	0.17	0.36	903.51	903.38	0.17	0.29	903.88	903.71	0.17	0.34	0.00%	903.51	903.32	0.17	0.35	903.13	902.86	0.17	0.44	902.0	5.0%	1.50%
150+00.00	1.50%	901.9	5.3%	903.13	902.94	0.17	0.36	903.51	903.36	0.17	0.31	903.88	903.67	0.17	0.38	0.00%	903.51	903.31	0.17	0.36	903.13	902.85	0.17	0.45	902.0	5.0%	1.50%
150+50.00	1.50%	901.9	5.4%	903.13	902.93	0.17	0.37	903.51	903.35	0.17	0.32	903.88	903.69	0.17	0.36	0.00%	903.51	903.31	0.17	0.36	903.13	902.90	0.17	0.40	902.0	5.0%	1.50%
151+00.00	1.50%	902.1	4.6%	903.13	902.97	0.17	0.33	903.51	903.36	0.17	0.31	903.88	903.71	0.17	0.34	0.00%	903.51	903.32	0.17	0.35	903.13	902.92	0.17	0.38	902.0	5.0%	1.50%
151+50.00	1.50%	902.1	4.3%	903.13	903.01	0.17	0.29	903.51	903.35	0.17	0.32	903.88	903.67	0.17	0.38	0.00%	903.51	903.32	0.17	0.35	903.13	902.87	0.17	0.43	902.0	5.0%	1.50%
152+00.00	1.50%	902.3	3.5%	903.13	902.99	0.17	0.31	903.51	903.34	0.17	0.33	903.88	903.68	0.17	0.37	0.00%	903.51	903.32	0.17	0.35	903.13	902.85	0.17	0.45	902.0	5.0%	1.50%
152+50.00	1.50%	902.3	3.3%	903.13	902.84	0.17	0.46	903.51	903.36	0.17	0.31	903.88	903.68	0.17	0.37	0.00%	903.51	903.28	0.17	0.39	903.13	902.61	0.17	0.69	902.0	4.8%	1.50%
153+00.00	1.50%	902.1	4.6%	903.13	902.75	0.17	0.55	903.51	903.33	0.17	0.34	903.88	903.61	0.17	0.44	0.00%	903.51	903.27	0.17	0.40	903.13	902.82	0.17	0.48	902.1	4.5%	1.50%
153+50.00	1.50%	902.2	4.1%	903.13	902.96	0.17	0.34	903.51	903.33	0.17	0.34	903.88	903.63	0.17	0.42	0.00%	903.51	903.30	0.17	0.37	903.13	902.83	0.17	0.47	902.1	4.4%	1.50%
154+00.00	1.50%	902.2	4.2%	903.13	903.00	0.17	0.30	903.51	903.35	0.17	0.32	903.88	903.70	0.17	0.35	0.00%	903.51	903.34	0.17	0.33	903.13	902.86	0.17	0.44	902.2	4.2%	1.50%
154+50.00	1.50%	902.2	4.0%	903.13	902.80	0.17	0.50	903.51	903.39	0.17	0.28	903.88	903.73	0.17	0.32	0.00%	903.51	903.35	0.17	0.32	903.13	902.67	0.17	0.63	902.1	4.5%	1.50%
155+00.00	1.50%	902.2	3.9%	903.13	903.01	0.17	0.29	903.51	903.39	0.17	0.28	903.88	903.71	0.17	0.34	0.00%	903.51	903.34	0.17	0.33	903.13	902.89	0.17	0.41	902.0	5.0%	1.50%
155+50.00	1.50%	902.2	4.1%	903.13	903.01	0.17	0.29	903.51	903.36	0.17	0.31	903.88	903.65	0.17	0.40	0.00%	903.51	903.31	0.17	0.36	903.13	902.82	0.17	0.48	902.0	5.0%	1.50%
156+00.00	1.50%	902.2	3.9%	903.13	903.00	0.17	0.30	903.51	903.35	0.17	0.32	903.88	903.63	0.17	0.42	0.00%	903.51	903.30	0.17	0.37	903.13	902.79	0.17	0.51	902.0	5.0%	1.50%
156+50.00	1.50%	902.1	4.3%	903.13	902.75	0.17	0.55	903.51	903.30	0.17	0.37	903.88	903.65	0.17	0.40	0.00%	903.51	903.26	0.17	0.41	903.13	902.64	0.17	0.66	902.0	5.0%	1.50%
157+00.00	1.50%	902.3	3.7%	903.13	902.95	0.17	0.35	903.51	903.30	0.17	0.37	903.88	903.61	0.17	0.44	0.00%	903.51	903.21	0.17	0.46	903.13	902.76	0.17	0.54	902.0	5.0%	1.50%
157+50.00	1.50%	902.0	5.1%	903.13	902.98	0.17	0.32	903.51	903.30	0.17	0.37	903.88	903.58	0.17	0.47	0.00%	903.51	903.22	0.17	0.45	903.13	902.74	0.17	0.56	902.0	5.0%	1.50%
158+00.00	1.50%	902.1	4.4%	903.13	902.97	0.17	0.33	903.51	903.30	0.17	0.37	903.88	903.62	0.17	0.43	0.00%	903.51	903.29	0.17	0.38	903.13	902.79	0.17	0.51	902.0	5.0%	1.50%
158+50.00	1.50%	902.0	4.9%	903.13	902.64	0.17	0.66	903.51	903.36	0.17	0.31	903.88	903.67	0.17	0.38	0.00%	903.51	903.29	0.17	0.38	903.13	902.61	0.17	0.69	902.0	5.0%	1.50%
159+00.00	1.50%	902.0	4.9%	903.13	902.99	0.17	0.31	903.51	903.36	0.17	0.31	903.88	903.65	0.17	0.40	0.00%	903.51	903.30	0.17	0.37	903.13	902.84	0.17	0.46	902.0	5.0%	1.50%
159+50.00	1.50%	902.1	4.8%	903.13	903.02	0.17	0.28	903.51	903.36	0.17	0.31	903.88	903.67	0.17	0.38	0.00%	903.51	903.31	0.17	0.36	903.13	902.80	0.17	0.50	902.0	5.0%	1.50%
160+00.00	1.50%	902.1	4.6%	903.13	902.96	0.17	0.34	903.51	903.31	0.17	0.36	903.88	903.60	0.17	0.45	0.00%	903.51	903.25	0.17	0.42	903.13	902.74	0.17	0.56	902.0	5.0%	1.50%
160+50.00	1.50%	902.0	5.0%	903.13	902.96	0.17	0.34	903.51	903.28	0.17	0.39	903.88	903.58	0.17	0.47	0.00%	903.51	903.21	0.17	0.46	903.13	902.83	0.17	0.47	902.0	5.0%	1.50%
161+00.00	1.50%	902.0	5.0%	903.13	902.72	0.17	0.58	903.51	903.19	0.17	0.48	903.88	903.54	0.17	0.51	0.00%	903.51	903.22	0.17	0.45	903.13	902.82	0.17	0.48	902.0	5.0%	1.50%
161+50.00	1.50%	902.0	5.0%	903.13	902.92	0.17	0.38	903.51	903.29	0.17	0.38	903.88	903.60	0.17	0.45	0.00%	903.51	903.26	0.17	0.41	903.13	902.81	0.17	0.49	902.0	5.0%	1.50%
162+00.00	1.50%	902.0	5.0%	903.13	902.84	0.17	0.46	903.51	903.33	0.17	0.34	903.88	903.63	0.17	0.42	0.00%	903.51	903.27	0.17	0.40	903.13	902.82	0.17	0.48	902.0	5.0%	1.50%
162+50.00	1.50%	902.0	5.0%	903.13	902.66	0.17	0.64	903.51	903.35	0.17	0.32	903.88	903.63	0.17	0.42	0.00%	903.51	903.27	0.17	0.40	903.13	902.52	0.17	0.78	902.0	5.0%	1.50%
163+00.00	1.50%	902.0	5.0%	903.13	902.94	0.17	0.36	903.51	903.34	0.17	0.33	903.88	903.64	0.17	0.41	0.00%	903.51	903.28	0.17	0.39	903.13	902.84	0.17	0.46	902.0	5.0%	1.50%
163+50.00	1.50%	902.0	5.0%	903.13	902.95	0.17	0.35	903.51	903.33	0.17	0.34	903.88	903.63	0.17	0.42	0.00%	903.51	903.29	0.17	0.38	903.13	902.83	0.17	0.47	902.0	5.0%	1.50%
164+00.00	1.50%	902.0	5.0%	903.13	902.96	0.17	0.34	903.51	903.34	0.17	0.33	903.88	903.64	0.17	0.41	0.00%	903.51	903.31	0.17	0.36	903.13	902.85	0.17	0.45	902.0	5.0%	1.50%
164+50.00	1.50%	902.1	4.3%	903.13	902.74	0.17	0.56	903.51	903.36	0.17	0.31	903.88	903.65	0.17	0.40	0.00%	903.51	903.31	0.17	0.36	903.13	902.66	0.17	0.64	902.0	5.0%	1.50%
165+00.00	1.50%	902.0	4.8%	903.13	903.02	0.17	0.28	903.51	903.39	0.17	0.28	903.88	903.65	0.17	0.40	0.00%	903.51	903.33	0.17	0.34	903.13	902.64	0.17	0.66	902.0	5.0%	1.50%
165+50.00	1.50%	902.1	4.4%	903.13	903.05	0.17	0.25	903.51	903.41	0.17	0.26	903.88	903.67	0.17	0.38	0.00%	903.51	903.33	0.17	0.34	903.13	902.82	0.17	0.48	902.0	5.0%	1.50%
166+00.00	1.50%	902.0	4.8%	903.13	903.05	0.17	0.25	903.51	903.42	0.17	0.25	903.88	903.69	0.17	0.36	0.00%	903.51	903.30	0.17	0.37	903.13	902.85	0.17	0.45	902.0	5.0%	1.50%
166+50.00	1.50%	902.0	5.0%	903.13	902.72	0.17	0.58	903.51	903.40	0.17	0.27	903.88	903.66	0.17	0.39	0.00%	903.51	903.29	0.17	0.38	903.13	902.61	0.17	0.69	902.0	5.0%	1.50%
167+00.00	1.50%	902.0	5.0%	903.13	903.02	0.17	0.28	903.51	903.37	0.17	0.30	903.88	903.61	0.17	0.44	0.00%	903.51	903.28	0.17	0.39	903.13	902.81	0.17	0.49	902.0	5.0%	1.50%
167+50.00	1.50%	902.0	5.0%	903.13	903.02	0.17	0.28	903.51	903.37	0.17	0.30	903.88	903.62	0.17	0.43	0.00%	903.51	903.28	0.17	0.39	903.13	902.84	0.17	0.46	902.0	5.0%	1.50%
168+00.00	1.50%	902.0	5.0%	903.13	903.00	0.17	0.30	903.51	903.38	0.17	0.29	903.88	903.63	0.17	0.42	0.00%	903.51	903.28	0.17	0.39	903.13	902.89	0.17	0.41	902.0	5.0%	1.50%
168+50.00	1.50%	902.1	4.4%	903.13	903.01	0.17	0.29	903.51	903.38	0.17	0.29	903.88	903.61	0.17	0.44	0.00%	903.51	903.28	0.17	0.39	903.13	902.89	0.17	0.41	902.1	4.8%	1.50%
169+00.00	1.50%	902.1	4.4%	903.13	902.95	0.17	0.35	903.51	903.35	0.17	0.32	903.88	903.60	0.17	0.45	0.00%	903.51	903.27	0.17	0.40	903.13	902.70	0.17	0.60	902.0	5.0%	1.50%
169+50.00	1.50%	TAXIWAY C4		903.13	902.96	0.17	0.34	903.51	903.35	0.17	0.32	903.88	903.63	0.17	0.42	0.00%	903.51	903.26	0.17	0.41	903.13	902.71	0.17	0.59	902.0	5.0%	1.50%
170+00.00	1.50%	TAXIWAY C4		903.13	903.02	0.17	0.28	903.51	903.34	0.17	0.33	903.88	903.61	0.17	0.44	0.00%	903.51	903.34	0.17	0.33	903.13	902.71	0.17	0.59	902.0	5.0%	1.50%
170+25.80	1.50%	TAXIWAY C4		903.13	902.94	0.17	0.36	903.51	903.28	0.17	0.39	903.88	903.55	0.17	0.50	0.00%	903.51	903.27	0.17	0.40	903.13	902.87	0.17	0.43	902.0	5.0%	1.50%

* SHOULDER SLOPE FROM EDGE OF PAVEMENT TO MATCH LINE AT 70 FEET FROM CENTERLINE INCLUDES A 0.125-INCH DROPOFF AT EDGE OF PAVEMENT.
SHOULDER SLOPES BETWEEN STA. 150+00 AND 170+50, 70 FEET RIGHT OF CENTERLINE SHALL BE 5.0% MAXIMUM, THEN MATCH EXISTING TURF ELEVATION AT 75 FEET RIGHT PER LANDSCAPING PLAN.
SHOULDER SLOPES BETWEEN STA. 161+00 AND 168+00, 70 FEET LEFT OF CENTERLINE SHALL BE 5.0% MAXIMUM, THEN MATCH EXISTING TURF ELEVATION AT 75 FEET LEFT PER LANDSCAPING PLAN.

XREF DWG: CMT NCS TB.dwg
IMAGE FILES: DTMA Logo-black.jpg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
DATE: Friday, June 5, 2020 7:20:14 AM
FILE: K:\Dekalb-Air\20024802-00 ResurfaceRwy2-20\Draw\Sheets\20024802 - Grade Table - 2.dwg

IL. CONTRACT: DK061
IL. LETTING ITEM: 01A
IL. PROJECT: DKB-4800
S.B.G. PROJECT: 3-17-SBGP-156/TBD

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RESURFACE RUNWAY 2-20

BITUMINOUS MILLING, OVERLAY AND SHOULDER GRADE TABLE - SHEET 2

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DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	6/5/2020
JOB No:	200248-02

Illinois Department of Transportation
Office of Intermodal Project Implementation / Division of Aeronautics
1 Langhorne Bond Drive / Springfield, Illinois 62707-8415

June 19, 2020

Matt Demos
Crawford, Murphy & Tilly, Inc.
125 South Wacker, Suite 2880
Chicago, Illinois 60606

Re: Aeronautical Study **2020-AGL-2826 thru 2839-NRA**
Construction Safety Plan (CSPP) Approval for
Crack Repair & Re-marking **Rwy 2/20**
At DeKalb Taylor Muni Airport (DKB)
Ill. Proj. No. DKB-4665
AIP 3-17-SBGP-144

Dear Mr. Demos:

Under the Federal Aviation Administration (FAA) State Block Program, the Illinois Department of Transportation, Division of Aeronautics (IDA) has been assigned the responsibility of coordinating FAA airspace studies for on-airport development occurring at all Illinois airports which are not classified as primary airports.

A study was initiated for the above proposal. This study was based on the information that was submitted on the proposed safety plan.

The FAA has completed their study and has imposed no objection to the proposal, subject to the following conditions:

1. All construction/operations are to be performed in accordance with FAA Advisory Circular (AC) 150/5370-2G “Operational Safety on Airports during Construction” and AC 150/5300-13A Change 1 “Airport Design”. The airport operator shall ensure that adequate construction oversight is maintained throughout all phases of the project.

2. When **Rwy’s 2/20 and 9/27** are closed during different phases of construction activities, the associated FAA systems on runways must be shut down by the local tech ops office. The contractor must contact the local tech ops at 815-484-5303 to schedule service interruptions of FAA systems if construction operations require a shutdown of 24 hours or greater in duration, or more than 4 hours daily.

3. For FAA facilities that require temporary removal from service, refer to FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction" for notification guidance.

4. The contractor must verify emergency contact and procedures with local Tech Ops SSC POC at 815-484-5303 prior to construction start.

5. Prior to commencement of any excavation, proponent shall coordinate all project work in the vicinity of underground power utility and communication cables in advance, preferably a minimum of two weeks, with the local Tech Ops SSC POC at 815-484-5303 and the local airport authorities.

6. Any damage to FAA cables, access roads, or to FAA facilities during construction will require the contractor to replace it to the FAA requirements, and at the contractors' expense. If any FAA cables are damaged, the sponsor shall replace the cables in their entirety. The splicing of cables is not an acceptable form of repair.

7. Multi-phased CSPP that will require updated NOTAM's to enhance operator awareness. For all runways closed: deactivate/cover beacon, approach lighting, runway and taxiway lighting. Mark all runways with lighted runway closure markers. If two runways closed: deactivate/cover approach lighting (if applicable), runway lighting and mark with lighted runway closure markers.

8. For critical point 7 FAA ASN **2020-AGL-2826-NRA**, critical point 8 FAA ASN **2020-AGL-2827-NRA,** critical point 9 FAA ASN **2020-AGL-2828-NRA,** critical point 10 FAA ASN **2020-AGL-2829-NRA** & critical point 11 FAA ASN **2020-AGL-2830-NRA,** the construction equipment is within the Primary surface of **Rwy 9/27**. It is not frangible and is not fixed by function, therefore the temporary equipment will require additional review by the Airports Division to mitigate safety concerns. Should the safety concerns (there are none mentioned) be mitigated and/or the proposed location remain unchanged after further review, then the vehicular equipment shall be marked/lighted in accordance with AC 150/5210-5, Painting, Marking and Lighting of Vehicles Used on an Airport. Potential mitigation options include runway closure during construction activities. If the runway is to remain open, NOTAM's are required to identify the construction equipment location and identify the revisions (if applicable) to the declared distances data due to the construction activity.

9. CSPP reviewed as a planning document and this evaluation does not include any obstacle evaluations. Any changes to the runway physical end latitude/longitude coordinates or elevations must be uploaded into this iOE/AAA runway/data base, to ensure the FAR Part 77 and TP calculations are run on the most recent data. All proposed construction projects (terminal buildings, taxiways, etc.), and associated equipment must be filed separately as individual studies for impact on the National Airspace System.

10. For critical point 7 FAA ASN **2020-AGL-2826-NRA**
critical point 8 FAA ASN **2020-AGL-2827-NRA**
critical point 9 FAA ASN **2020-AGL-2828-NRA**
critical point 10 FAA ASN **2020-AGL-2829-NRA**
critical point 11 FAA ASN **2020-AGL-2830-NRA**
critical point 12 FAA ASN **2020-AGL-2831-NRA**
critical point 13 FAA ASN **2020-AGL-2832-NRA**
critical point 1 FAA ASN **2020-AGL-2833-NRA**
critical point 2 FAA ASN **2020-AGL-2834-NRA**
critical point 3 FAA ASN **2020-AGL-2835-NRA**
critical point 4 FAA ASN **2020-AGL-2836-NRA**
critical point 5 FAA ASN **2020-AGL-2837-NRA**
critical point 6 FAA ASN **2020-AGL-2838-NRA**

    There is an IFR EFFECT. Plans states that **Rwy 9/27 and 2/20** will be closed during different phases of construction and if so, then all procedures to each runway end will be NA. If the airport issues a D-NOTAM closing the airport, nothing is required from the FPT; otherwise, procedural NOTAM's will have to be

issued. All requests for FDC NOTAM action must be made utilizing the user's OE/AAA account. The Sponsor (Andy Raih - Director of Streets & Facilities, City of DeKalb) is to log into their OE/AAA account and go to "Search Archives". The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see first sentence above for ASN). If the Sponsor (Andy Raih - Director of Streets & Facilities, City of DeKalb) is having difficulty using the tool, please contact the OE/AAA support desk at 202-580-7500 or refer to the online instructions. Request must be initiated a minimum of 5 business days prior to conducting operations/construction to allow for processing and issuance of NOTAM's. The Sponsor (Andy Raih - Director of Streets & Facilities, City of DeKalb) is responsible to verify NOTAM's are active prior to beginning operations.

This approval letter expires in eighteen (18) months from the date shown above. Please contact IDA, Robert Hahn if an extension is needed.

If you have any further comments or questions concerning the above, please feel free to contact me at 217-524-1580.

Sincerely,

Robert L. Hahn
Airport Planning Engineer & Airspace Specialist

cc: Andy Raih - Director of Streets & Facilities, City of DeKalb
Al Mlacnik - IDOT Aero Chief Engineer
Bill Eves – IDOT Aero Construction Section
FAA CHI-ADO
FAA FPO
FAA AGL-471
FAA SMO-Chicago
FAA Jacob Fabiszak
FAA Flight Stds

CMT

July 8, 2020

Renee Riani
Airport Manager
DeKalb Taylor Municipal Airport
3232 Pleasant Street
DeKalb, Illinois 60115

Re: 20024802.00/08 *DeKalb Taylor Municipal Airport*
DeKalb, Illinois
IL Project: DKB-4800
SBG Project: 3-17-SBGP-156
Resurface Runway 2/20
Agreement for Design/Special Services Phase Engineering

Dear Renee:

Enclosed are three (3) copies of the agreement for design/special services phase engineering on the above referenced project for review and execution. Upon execution of the agreement, please retain one (1) copy for your records and return the other two (2) copies to our office.

Should you have questions or require additional information, please contact our office.

Respectfully Submitted,

CRAWFORD, MURPHY & TILLY, INC.

Doug Klonowski, P.E.
Senior Project Manager/Aurora Office Co-Manager

Encls. (DPS/SS Agreement)
c: CMT – Contract File 20024802.00/08

550 N Commons Drive Suite 116 Aurora, Illinois 60504 PHONE 630.820.1022 FAX 630.820.0350 cmtengr.com Engineers and Consultants

STANDARD AGREEMENT FOR CONSULTANT SERVICES AT ILLINOIS AIRPORTS
FOR ARCHITECTURAL/ENGINEERING (A/E), PLANNING AND SPECIAL SERVICES
Authorized for use by
The Illinois Department of Transportation
Division of Aeronautics
Effective: June 2012

[ ]	Preliminary Assessment and Schematic Design	[ ]	Construction Phase Services
[X]	Design Phase Services	[X]	Planning and Special Services

THIS AGREEMENT, made at **DeKalb**, Illinois, this **13th** day of **July** in the year 20**20** by and between the **City of DeKalb** (hereinafter referred to as the "Sponsor"), and **Crawford, Murphy and Tilly, Inc**. (hereinafter referred to as the "Consultant"). This Agreement expires 5 years from the date of execution.

W I T N E S S E T H

The Sponsor intends to undertake the accomplishment of a project pursuant to the development of a public air navigation facility known as the **DeKalb Taylor Municipal Airport (DKB)** in **DeKalb** County, state of Illinois; and the project shall be identified as the Illinois Project No. **DKB-4800**; AIP Project No. **3-17-SBGP-156/**; The following is the detailed project title and description from the Illinois Department of Transportation's Office of Planning and Programming (OP&P) program letter which shall be carried through the development of the project (attach supplemental information as necessary in Section I.H., Detailed Scope of Services):

Resurface Runway 2/20

A detailed sketch of the proposed work, labeled ATTACHMENT P, shall be attached.

In consideration of the benefits which will accrue to the parties hereto by virtue of the Agreement and the respective covenants herein contained, IT IS MUTUALLY COVENANTED AND AGREED as follows:

The Consultant agrees to furnish executed "Certification of Engineer" and certain professional engineering services enumerated herein-after, in connection with the implementation and development of the aforesaid project.

The Department of Transportation, Division of Aeronautics within the state of Illinois shall act as Agent of the Owner/Sponsor for all matters involving the development of any public air navigation facility by virtue of the Illinois Aeronautics Act. The Illinois Aeronautics Act requires and directs the Illinois Department of Transportation, Division of Aeronautics (hereinafter referred to as the "Department") to "*regulate and supervise aeronautics within this state*", with "*aeronautics*" defined as "…*the design, establishment, construction, extension, operation, improvement, repair or maintenance of airports*…". The Department shall not expend any funds appropriated, or made available for any work upon any such project that is not contracted for and constructed or developed under the supervision or direction of the Department. Financial assistance may include reimbursement to eligible airport Sponsors for engineering costs directly related to projects financed in whole or in part by federal/state monies provided such engineering costs were approved by the Department prior to the payment of these costs by the airport Sponsor. The approval of engineering costs prior to payment shall qualify those costs for federal/state reimbursement but shall not constitute an obligation of federal/state funds.

Since the services contemplated under this Agreement are professional in nature, it is understood that the Consultant, acting as an individual, partnership, firm or other legal entity, is of professional status and will be governed by professional ethics in their relationship to the Department and the Sponsor. The Department acknowledges the professional and ethical status of the Consultant by approving this Agreement and the associated fees for federal/state eligibility (either in whole or part) on the basis of their qualifications and experience and determining their compensation by mutually satisfactory negotiations.

Any additions/deletions, revisions/modifications to this Agreement without the expressed written consent of the Department shall void this Agreement as it relates to state and federal funding participation eligibility.

I. ARCHITECTURAL/ENGINEERING (A/E), PLANNING AND SPECIAL SERVICES

The Consultant agrees to perform various professional engineering and planning services and provide necessary and required information pursuant to the accomplishment of the above referenced project.

It is understood that meetings will be common to all phases. The Consultant will coordinate project kick-off, pre-design and pre-construction meetings and project status update meetings, as required, in order to resolve project issues with the Department, Sponsor and/or other regulatory and review agencies. The Department shall be notified of scheduled agency meetings and given the opportunity to participate. Meetings for which effort will be billed shall be thoroughly documented by minutes with copies distributed to the Sponsor and the Department within 10 days of the meeting. Failure to properly document meeting discussions could result in the loss of part or all of the professional services compensation eligibility associated with this activity.

A. PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN – Included with Paragraph I.B

This phase includes activities required for agency coordination and permit development, non-routine surveys, testing and architectural/engineering preliminary design considerations of a project. Elements of this phase may include development of architectural schematic building designs and reports, non-routine geological and field investigations (soil borings and pavement cores), DCP testing, FWD testing (when used to evaluate pavement as part of a strengthening project), coordination of FAA reimbursable agreements, coordination of utility relocation agreements, coordination of force account activity (must be pre-approved by the Department in writing).

The Consultant shall furnish and/or perform engineering reconnaissance necessary for the preparation and development of an engineering report, bidding documents (design plans and specifications) including topographic field surveys, crack surveys, and sampling and testing for routine soils investigations (in accordance with ATTACHMENT J – Testing Schedule & ATTACHMENT K – Testing Rates & Cost Summary).

This phase will culminate in the submittal of a detailed engineering report with project alternatives and design recommendations and project completion timeline assessment.

The Consultant shall furnish an engineering report in accordance with standard practices and the provisions of ATTACHMENT E – Engineering Report. The report will include an analysis of preliminary surveys, geotechnical testing and alternative designs and include final project design recommendations.

The project completion timeline assessment will identify necessary effort required to complete the final project design (complete construction plans and specifications). This phase of project development will represent approximately 35% of the project design timeline. Project formulation should be consistent with the TIP submittal and the program letter project description (ATTACHMENT R). If not, identify components that have changed as a result of the preliminary assessment and schematic design analysis.

A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS A / A1.

B. DESIGN PHASE SERVICES

This phase shall include activities required to accomplish a project design in accordance with the established Aeronautics letting schedule project design timeline and approved letting date determined at the pre-design meeting. Requests for time extensions beyond the previously agreed-to submittal deadline dates (as established in the Department's Letting Schedule, ATTACHMENT Q, and this Agreement) must be made to the Department in writing not less than 5 days prior to the due date of the submittal. The request for extension must be signed by a principal/officer of the Consultant's firm. Incomplete submittals will not be accepted.

Milestone submittals include the engineering report (at 35% design timeline), plan / spec review (at 80% design timeline) and final submittal of all deliverables (at 100% design timeline). A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS B / B1. Elements of this phase may include:

1. CONSTRUCTION PLANS, SPECIAL PROVISIONS AND ESTIMATES

   The Consultant shall prepare and furnish for Department review and comment construction plans, special provisions and construction Safety Plan (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction) at the 80% project design timeline with detailed estimate of costs, estimated DBE participation goal and working/calendar day flow chart, for the particular design authorized in this Agreement.

2. CLARIFICATION OF PLANS

   The Consultant shall render clarification of the construction plans and specifications, when and if such clarification is deemed necessary.

3. BIDDING ASSISTANCE

   The Consultant shall assist the Sponsor and/or Department in the bidding process, analyze and summarize bid results.

C. CONSTRUCTION PHASE SERVICES – Not included in this agreement

This phase shall include all basic services after the award. A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS C / C1.

1. OFFICE ENGINEERING

   a. SHOP DRAWINGS
      Review the detailed construction, shop and erection drawings submitted by the contractor(s) for compliance with design concepts.

   b. SUPPLEMENTARY SKETCHES
      Preparation of elementary and supplementary sketches plus estimates required to resolve actual field conditions.

   c. RECORD DRAWINGS
      The Consultant shall prepare Record Drawings within thirty (30) days after the official Notification from the Department of the Official Acceptance of the Construction Work; and after approval by the Department, furnish said Department with one (1) set of such record drawings. The submittal format shall be in accordance with the current policies of the Department.

   d. MATERIALS CERTIFICATION
      Prior to reporting a pay item quantity for payment, the materials used and incorporated in, or associated with the pay item, shall be verified for specification compliance by the Consultant. The Consultant shall obtain and review all certifications and/or test results required by the policies of the Department and the Department's *Manual for Documentation of Airport Materials*. At the completion of, or any time prior to the completion of the final quantity of a pay item, the Consultant shall submit the aforementioned material certifications and/or test results, that were utilized for acceptance of material, to the Department for review and final approval. Prior to final payment of engineering services under this agreement, the Consultant shall have submitted required certifications and test results to the Department, and the Consultant shall have signed the Department's MATERIALS CERTIFICATION FORM.

2. FIELD ENGINEERING

a. RESIDENT ENGINEER APPROVAL
The Consultant agrees to furnish the name and qualifications of the Resident Engineer in writing for approval of the participating agencies prior to the preconstruction conference that shall attend said preconstruction conference and shall perform the various professional engineering services required of the Resident Engineer in 2.b. thru 2.f. below and inspection of construction.

b. DAILY DIARY
The Resident Engineer shall maintain a daily diary. Copies shall be forwarded to the Department (ATTACHMENT F).

c. DUTIES OF RESIDENT ENGINEER
Furnish full time (unless part time is approved by the Sponsor and/or Department) Resident Engineering of construction including project inspection, field testing, and furnish surveying at the site of the work, whose duties shall include all reasonable, proper and customary duties as are usually and customarily furnished in connection with the general engineering of construction of such improvements, including but not limited to the following:

i. Performance of acceptance and quality assurance tests when required by Department policy and/or contract specification. Examples of these tests include but are not limited to: Testing concrete for slump and air content; testing concrete for strength; testing bituminous concrete pavement for density using the nuclear method and using the Bulk Specific Gravity Method. Obtaining representative samples of miscellaneous materials such as paint, geotextile fabric, joint sealer, epoxy, polyester resin, etc. for testing as necessary, and/or as directed by the Department; performance of field density tests of earthwork embankments, backfills and subgrade; field density tests of subbase and base courses, and moisture content tests on materials where applicable; and, laboratory proctor tests where applicable. Test Reports shall be submitted to the Department within three (3) working days of the date the test was conducted.

ii. Inspection/Measurement/Oversight of construction to determine that the work was completed in substantial conformance with the approved plans and specifications, and in compliance with the requirements set forth in the contract documents. All stop or start work orders shall be issued by the Department; the Resident Engineer shall recommend the orders. Document pay item quantities reported for pay in accordance with the latest revision of the Department's *Airport Construction Documentation Manual.*

iii. Preparation and forwarding to the Department of periodic project reports required by the Department. Bi-weekly construction reports will be submitted to the Department, within three (3) calendar days of the end of the contractor's work week.

iv. To obtain and review for specification compliance, material certifications and/or test results for all materials prior to their use in the construction.

v. To reject for inclusion in the project, any materials that are delivered without certification and/or test results, or materials delivered with certification that has been found to be in noncompliance, or any defect found through visual inspection which renders the material unsuitable for inclusion in the project. The Department shall be notified when any rejections are made. Materials that are delivered without certification and/or test results may be stockpiled or

stored in a manner acceptable to the Resident Engineer until such time as the certification and/or test result arrive and are reviewed and accepted by the Resident Engineer.

vi. Preparation of Reports required per the Sponsor's NPDES permit while providing on-site services, retaining all support documentation.

vii. Participate in audits performed to determine that the project is proceeding accordingly per the plans and specifications and adhering to AIP grant requirements.

d. FINAL INSPECTION

Initiate a request, upon substantial completion of all construction work, for a final inspection by the Department. When necessary, a punch list of uncompleted items and electrical checklist (if applicable) on the project shall be established at the final inspection. Submit a final acceptance letter (punch list complete) which shall certify to the Department and the Sponsor that, to the best of the Consultant's knowledge, information and belief, the work involved has been done in substantial conformance with the plans, specifications, and Contract Document, as the same shall have been modified, or supplemented by change order, supplementary contract or otherwise, and that such work is acceptable.

e. SAFEGUARD THE SPONSOR

Endeavor to safeguard the Sponsor against any defects and deficiencies on the part of the Contractor. The Resident Engineer does not guarantee the performance of the contract by the Contractor, except that the Resident Engineer shall ensure that, to the best of the Resident Engineer's knowledge, information and belief, the work has been done in substantial conformance with the approved plans and specifications and advise the Sponsor and/or the Department in writing of any known noncompliance set forth in the contract. This does not in any way mean that the Resident Engineer is a guarantor of the Contractor's work. The Resident Engineer assumes no responsibility for safety in, on or about the job site, nor shall the Resident Engineer have any responsibility for the safety or adequacy of any equipment, building component, scaffolding, forms or other work aids provided by the contractor; nor is the Resident Engineer responsible for the superintendence of the contractor's work or any acts of the contractor.

f. OTHER ENGINEERING SERVICES

Furnish other Engineering Services which may be required by the Sponsor, including surveys. sub-surface investigations, sampling, testing, and analysis of soils, offsite inspection of materials, laboratory testing, and inspection and control at central mixing plants. Where tests must be conducted by commercial laboratories, only those laboratories approved by the Department will be utilized. If any of these services are conducted by outside firms, the Resident Engineer shall submit copies of the executed contract for such services as specified in Section III.B., of this Agreement. The charges for such services shall be specified in the contract and will remain in effect until completion of the services and acceptance by the Consultant. Certified copies of the results of all tests required by the Department under this paragraph are to be mailed to the Department within five (5) calendar days after the tests are completed.

g. FINAL QUANTITIES

Final quantities associated with the accepted construction work shall be submitted to the Department within thirty (30) days after final acceptance of the construction work.

D. PLANNING AND SPECIAL SERVICES

This phase may involve activities or studies unrelated to or outside of the scope of basic design and construction phase engineering services routinely performed by the Consultant. Those activities may include master plan and airport layout plan development, environmental studies and assessments, PCI surveys, FWD testing (when used to evaluate pavement as part of a publication revision), first-order NGS monument surveys, boundary surveys, aeronautical surveys, photogrammetric surveys and topographic mapping, preparation of property ownership plats and easements, appraisal and land acquisition services, benefit / cost analysis studies, RSA determination studies, drainage studies and analyses, FEMA/FIRM map revisions and GIS updates. A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS D / D1.

E. ENDORSEMENT OF DOCUMENTS

The Consultant will endorse and seal all final draft reports, contract plans, maps, right of way plats, and special provisions for construction contract documents. Such endorsements must be made by a person, duly licensed or registered in the appropriate category by the Department of Financial and Professional Regulation of the state of Illinois, being employed by the Consultant and responsible for the portion of the services for which license registration is required. These sealed documents will serve as the record documents for the services covered by the terms of the Agreement.

F. DELIVERABLES

At a minimum, the Consultant shall provide the Department (copy Sponsor upon request) the following deliverables:

1. Final project estimate of costs complete w/ professional services fees and sponsor reimbursement estimates.
2. DBE participation goal and breakout of DBE work.
3. QA verification of ELM Engineers Estimate for Schedule of Prices.
4. Calendar day estimate of construction and detailed breakout of critical work items and associated production rates.
5. One set of final construction plans (half-size) and special provisions – sealed by the Consultant and executed by the Sponsor.
6. One copy of the construction Safety Plan (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction).
7. Original executed Consultant Project Certification (ATTACHMENT N).
8. Executed DBE Final Documentation (ATTACHMENT O).
9. Electronic copy/access of all information (via CD, electronic submittal or ftp site).

G. NOTICE-TO-PROCEED (NTP)

The Consultant shall not commence any phase of the work until the “official notice-to-proceed” (NTP) has been issued in writing either by the Sponsor or Department (via Office of Planning and Programming).

Services to be performed by the Consultant under this Agreement shall become eligible for funding participation consideration as of the date of the written NTP. The execution date of the consultant retainer agreement or the execution date of a consultant agreement for a single project after consultant selection if not included within the retainer agreement, shall constitute the NTP. The Consultant shall schedule a project phase kick-off meeting (pre-design, pre-construction, etc) with the Sponsor and the Department at the earliest possible convenience upon the Sponsor’s receipt of this letter.

For projects not covered by a program letter or with program letter pending, the Sponsor is fully liable for all costs incurred as a result of such authorization pending future reimbursement once the project is programmed and a program letter is issued. The Sponsor/Consultant is required to schedule a project phase kick-off meeting (pre-design, pre-construction, etc) with the Sponsor and the Department at the earliest possible convenience.

A copy of the program letter shall be included as ATTACHMENT R of this Agreement.

In the absence of a written, dated notice-to-proceed, the execution date of this Agreement shall be used to determine the eligibility of service dates.

The Sponsor and the Department are not liable, and shall not authorize payment to the Consultant, for any services performed prior to the date of notice to proceed or the execution of this Agreement (whichever takes precedent). All effort, regardless of the notice-to-proceed authorization, is subject to review and eligibility funding determination.

H. DETAILED SCOPE OF SERVICES

Under this agreement the Engineer will provide design phase services as provided for herein. The proposed project will include the design phase services for the **Resurface Runway 2/20.**

The design phase engineering effort contained within this agreement has been based on the following additional scope related parameters, understanding of proposed improvements and anticipated level of effort:

I. General
   a. The project schedule is based on the anticipation that the project will be placed on an IDOT letting no later than July 31, 2020. As such, all engineering effort is expected to be completed by the letting date and no additional effort will be required on the project after the anticipated award date.

II. Topographic Survey and Data Gathering
   a. Horizontal and vertical control will be established and extended as necessary to complete the area survey. The horizontal datum used will be the Illinois State Plane Coordinate System of the North American Datum of 1983 (NAD83). This control will be established utilizing GPS and conventional ground surveys as needed. Vertical elevations will reference the North American Vertical Datum of 1988 (NAVD88).
   b. The topographic survey will show the existing site conditions including pavement areas and types. The pavement area within the project limits will be cross-sectioned at approximately 50 foot intervals. Additional elevation data will be gathered but limited to areas adjacent to the edge of pavement.
   c. Geotechnical Investigation will be completed to determine exiting pavement structure and soil conditions. CBR, Modified Proctor, Atterberg limits and organic content testing will be completed.

III. Project Improvements
   a. Evaluation of the existing pavement structure along with soil conditions, existing airport fleet mix (as provided by the airport), forecasted fleet mix and existing operations/growth for the determination of pavement structural deficiencies.
   b. The runway rehabilitation area is anticipated to be approximately 7100’ x 100’ including the transition to the connecting taxiway pavements and Runway 9/27. These transitions shall extend to the respective hold lines to minimize future runway closures for pavement maintenance.
   c. The design is limited to evaluation and rehabilitation of the existing Runway 2/20 configuration and geometry. No effort is expected or anticipated to be necessary to evaluate or design changes to the existing connecting taxiway’s horizontal geometry. Proposed

connecting taxiway profiles will be evaluated and designed to accommodate the rehabilitated runway pavement sections.

d. The design will evaluate and rehabilitate the runway longitudinal and transverse slopes and grading. Efforts will be made to remediate deficiencies to accommodate FAA criteria and positive drainage characteristics.
e. Existing airfield light fixture adjustments may be necessary pending the scope of pavement improvements.
f. Existing drainage structure adjustments may be necessary pending the scope of the pavement improvements.
g. Remarking of runway and taxiway pavement markings along with runway holdline markings for the project will be designed in accordance with the latest version of the FAA's Advisory Circular, 150/5340-1, Standards for Airport Markings.
h. Shoulder adjustment, erosion control and landscaping will be designed as necessary.

IV. Special Services
   a. NEPA Clearance and preparation of Environmental Review
   b. Airspace submittal

The anticipated effort and estimated manhours for each Task is defined within Attachments B, B-1, B-2, B-3, D, D-1, D-2 and D-3 contained within this contract.

II. CONSULTANT COMPENSATION

The Sponsor agrees to pay the Consultant as compensation for rendering the professional services hereinabove described and submitted using the standard Department invoice forms (ATTACHMENTS G & H). Burden and overhead rates entered into this Agreement shall be in effect for the length of the agreement and will not be adjusted, except as may be determined under an audit of costs by the Auditor General or the Department. The rates used in this Agreement shall be the latest audited or provisional approved rates by IDOT as of the date of execution of this Agreement (approval letter must be attached). Should the rate change in the time between the final approval notification of fees and the execution of this Agreement, hours will be adjusted accordingly so that there is no increase in the final approved not-to-exceed amount.

Any professional services effort performed beyond the not-to-exceed limits expressed below, and for which a future amendment will be sought, will be performed under all Agreement provisions as the original contracted work. The dollar value of such effort is not considered approved for payment until review and approval by the Department.

A. PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN – Compensation Included in Paragraph II.B

For services outlined in Section I.A., Preliminary Assessment and Schematic Design, and further detailed in Section I.H., Detailed Scope of Services,

1. a lump sum payment of $ **N/A** (representing approximately 35% of the total estimated professional services compensation for design phase services as determined from the TIP request). The fee shall be paid as a lump sum when the preliminary assessment and schematic design phase deliverables (outlined in Section I.A.) are approved and accepted by the Department.

B. DESIGN PHASE SERVICES

For services outlined in Section I.B., Design Phase Services, and further detailed in Section I.H., Detailed Scope of Services,

1. a cost plus a fixed payment of $ **21,490.00**

total amount not to exceed $ **176,100.00** unless a major change or addition to the scope of services is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The payment of this fee shall be made in monthly installments submitted by the Consultant and approved by the Department. The final charges shall be submitted after the Design Phase Services have been performed, approved and all deliverables accepted by the Department in accordance with the guidance outlined in Section I.F. This period of time expires 30 days after award of the construction contract. Any submittal after this time shall not be considered eligible for payment / reimbursement by the Department unless extended by the Department.

2. a lump sum payment of $ **N/A** unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The fee shall be paid as a lump sum when the design phase deliverables (outlined in Section I.F.) are approved and accepted by the Department.

C. CONSTRUCTION PHASE SERVICES – Not included in this Agreement

For services outlined in Section I.C., Construction Phase Services, and further detailed in Section I.H, Detailed Scope of Services,

1. a cost plus a fixed payment of $ **N/A**

   total amount not to exceed $ **N/A** unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The payment of this fee shall be made in monthly installments submitted to and approved by the Sponsor (and/or Department if applicable). The final charges shall be as soon as possible after official notification from the Consultant of the acceptance of the construction work. A time line will be submitted at each billing cycle after 50% which will indicate a projection of the completed engineering fee vs. the contractor's progress.

   If more than one contract exists for the project, the monthly invoices submitted by the Consultant shall detail the amounts of work accomplished under each separate contract. The invoices shall also indicate the dates that the services were performed. If these services are furnished by the Consultant by obtaining such services outside the Consultant's organization, the Consultant shall be reimbursed at his actual cost for obtaining these services. However, the total payment to the Consultant shall be within the "not to exceed" amount as previously stated unless an amendment to this agreement is approved by the Sponsor (and/or Department if applicable).

D. PLANNING AND SPECIAL SERVICES

For services outlined in Section I.D., Planning and Special Services, and further detailed in Section I.H., Detailed Scope of Services,

1. a cost plus a fixed payment of $ **600.00**

   total amount not to exceed $ **4,500.00** unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved

under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The payment of this fee shall be made in monthly installments submitted to and approved by the Sponsor. The final charges for the Special Services Phase shall be submitted within forty-five (45) days after official notification from the Consultant of the acceptance of the construction work or within 45 days after official notification from the Department of acceptance of other non-construction projects unless extended by the Department.

2. a lump sum payment of $**N/A** unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The fee shall be paid as a lump sum when the deliverables are approved and accepted by the Department.

III. SPECIAL CONDITIONS

The Consultant shall render the services in accordance with generally accepted Professional Standards.

A. TERMINATION

(Reference: 49 CFR Part 18.36(i)(2); FAA Order 5100.38)

The Sponsor, by written seven (7) day notice, may terminate this agreement in whole or in part at any time, because of the failure of the other party to fulfill his agreement obligations. Upon receipt of such notice, the Consultant shall: (1) immediately discontinue all services affected (unless the notice directs otherwise), and (2) deliver to the Sponsor all data, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by the Consultant in performing this agreement whether completed or in process.

1. If the termination is due to the failure of the Consultant to fulfill his agreement obligations, the Sponsor may take over the work and prosecute the same to completion by agreement or otherwise. In such case, the Consultant shall be liable to the Sponsor for any additional cost occasioned to the Sponsor thereby.

2. If, after notice of termination for failure to fulfill agreement obligations, it is determined that the Consultant had not so failed, the termination shall be deemed to have been effected for the convenience of the Sponsor.

3. It is hereby understood and agreed that should the agreement be terminated, the Consultant shall be entitled to and shall receive a fee based on the amount of work accomplished and approved by the Department up to the day of notification of termination. The fee shall be equal to the sum of the actual number of man-hours of each category of work applied at a negotiated hourly rate, plus any outside services approved by the participating agencies and accomplished prior to the notification. If terminated under Section III.HH., Breach of Contract Terms, the Consultant will not be entitled to profit on the work accomplished.

B. CHANGE IN CONSTRUCTION PLANS

It is hereby understood and agreed that if the construction plans are completed in accordance with criteria and/or decisions made by the Sponsor (and/or the Department if applicable), and approved by the Department, and said construction plans are substantially changed or revised, for any reason other than the fault of the Consultant in preparing same, then the Consultant

shall be entitled to compensation for rendering the services necessary to complete the changes. The amount of this fee shall be negotiated between the Sponsor, Consultant and the Department, and approved by the Department, and an amendment to the agreement should be accomplished prior to authorizing the Consultant to proceed with the changes. The fee shall be due and payable when the revisions are approved by the Sponsor and the Department.

It is the Consultants responsibility to notify the Department as soon as possible when changes/revisions are identified that are beyond the scope of services contemplated under this Agreement.

C. HOLD HARMLESS

The Consultant shall be responsible to pay for all labor, material and equipment costs incurred and for any and all damages to property or persons to the proportionate extent arising out of the negligent performance of services under this agreement and shall indemnify and save harmless the Sponsor, (and/or the Department if applicable), their officers, agents and employees from all third party suits, claims, actions or damages of any nature whatsoever to the proportionate extent resulting there from. These indemnities shall not be limited by the listing of any insurance coverage. If any errors, negligent acts and/or omissions are made by the Consultant in any phase of the work under this agreement, the correction of which may require additional field or office work, the Consultant will be promptly notified and will be required to perform such additional services as may be necessary to correct these errors, negligent acts and/or omissions without undue delay and without additional cost to the Sponsor (and/or the Department if applicable). The Consultant shall be responsible for any damages incurred as a result of his errors, negligent acts and/or omissions and for any losses or cost to repair or remedy construction as a result of his errors, omission and/or negligent acts, to the extent such error, omission or negligent act breeches the Professional Standard of care. The Consultant shall not be responsible for any consequential damages of the Sponsor or the Department. Neither the Consultant, nor the Sponsor, nor the Department shall be obligated for the other parties' negligence or for the negligence of others.

D. DRAWING OWNERSHIP

It is further mutually agreed by the parties hereto that reproducible copies of the drawings, computer disks, tracings, construction plans, specifications and maps prepared or obtained under the terms of the contract shall be delivered to and become the property of the Sponsor and basic survey notes and sketches, charts, computations and other data shall be made available upon request of the Sponsor. If any information is used by the Sponsor or another Consultant such use or reuse by the Sponsor or others shall be at the sole risk and without liability or legal exposure to the Consultant.

E. CONTRACT FOR OUTSIDE SERVICES

If any of the services outlined in Section I. are furnished by the Consultant by obtaining such services outside the Consultant's organization, the Consultant shall provide an executed contract between the person(s) or firm and the Consultant outlining the services to be performed and the charges for the same. Two (2) copies of the executed contract shall be submitted to the participating agencies for approval prior to the services being performed; all covenants and Special Conditions shall be included and binding on all subcontracts.

F. FORMERLY NOTICE TO PROCEED (See Section I.G.)

G. SUBLET AGREEMENT

Each party binds himself, his partners, successors, executors, administrators and assigns, to the other part of this agreement and to the partners, successors, executors, administrators and assigns for such other party at all covenants of this Agreement.

Except as above, neither the Sponsor nor the Consultant shall assign, sublet or transfer his interest in this agreement without the written consent of the other party hereto.

H. AGREEMENT EXPIRES

This agreement expires upon final approval and acceptance of the completed project(s) by the Sponsor (and/or Department as applicable), and after all final engineering charges have been paid to the Consultant as of the date of project close-out or after five years from the date of execution, whichever comes first. Payment liability by the State is as outlined above (see Section I.G., Notice to Proceed and Section II., Consultant Compensation).

I. EQUAL EMPLOYMENT OPPORTUNITY

(Reference: 49 CFR Part 21; FAA AC 150/5100-15A or latest revision)

The Consultant agrees to conduct the services in compliance with all the requirements imposed by or pursuant to Title VI of the Civil Rights Act of 1964, Part 21 of the Regulations of the Secretary of Transportation, and Executive Order No. 11246, "Equal Employment Opportunity," as amended.

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

1. Compliance with Regulations. The Consultant shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The Consultant, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subconsultants, including procurements of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including, Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subconsultant or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports. The Consultant shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event the Consultant's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as may determine to be appropriate, including, but not limited to:

a. withholding of payments to the Consultant under the contract until the Consultant complies, and/or

b. cancellation, termination, or suspension of the contract, in whole or in part.

Incorporation of Provisions. The Consultant shall include the provisions of paragraphs 1 through 5 (above) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The Consultant shall take such action with respect to any subcontract or procurement as the sponsor may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event an Consultant becomes involved in, or is threatened with, litigation with a subconsultant or supplier as a result of such direction, the Consultant may request the sponsor and/or Department to enter into such litigation to protect the interests of the sponsor and, in addition, the Consultant.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) ASSURANCES

1. Policy. It is the policy of the Department of Transportation (DOT) that disadvantaged business enterprises as 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 Federal funds under this agreement. Consequently, the DBE requirements of 49 CFR Part 23 applies to this agreement.

2. DBE Obligation. The Consultant agrees to ensure that disadvantaged business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. In this regard, all Consultants shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that disadvantaged business enterprises have the maximum opportunity to compete for and perform contracts. Consultants shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.

J. OPEN ACCESS TO DOCUMENTS
(Reference: 49 CFR Part 18.36(i); FAA Order 5100.38)
(Public Act 90-0572 Section 20-65; Public Act 87-991)

The Consultant shall maintain, for a minimum of 5 years after the completion of the contract, adequate books, records, and supporting documents to verify the amounts, recipients, and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records, and supporting documents related to the contract shall be available for review and audit by the Auditor General; and the Consultant agrees to cooperate fully with any audit conducted by the Auditor General and to provide full access to all relevant materials. Failure to maintain the books, records, and supporting documents required by this Section shall establish a presumption in favor of the State for the recovery of any funds paid by the State under the contract for which adequate books, records, and supporting documentation are not available to support their purported disbursement.

K. CERTIFICATION OF CAPACITY TO CONTRACT
(Public Act 90-0572, Section 50-13)

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 of State government, or who is an officer or employee of the Illinois Building Authority or the Illinois Toll Highway Authority, or who is the wife, husband 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 for any services, materials or supplies, which 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

Illinois Building Authority or the Illinois Toll Highway Authority. Payments made for a public aid recipient are not payments pursuant to a contract with the State within the meaning of this Section.

It is unlawful for any firm, partnership, association or corporation in which any such person is entitled to receive more than 7 1/2% of the total distributable income to have or acquire any such contract or direct pecuniary interest therein.

It is unlawful for any firm, partnership, association or corporation in which any such person together with his spouse or minor children is entitled to receive more than 15%, in the aggregate, of the total distributable income to have or acquire any such contract or direct pecuniary interest therein.

Nothing in this Section invalidates the provisions of any bond or other security hereto or hereafter offered for sale or sold by or for the State of Illinois.

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 spouse, minor child or any combination of such persons, if that contract was in existence before his election or employment as such officer, member, or employee. Such a contract is void, however, if it cannot be completed within 6 months after such officer, member, or employee takes office, or is employed.

This Section does not apply to (1) a contract for personal services as a teacher or school administrator between a member of the General Assembly or his spouse, or a State officer or employee or his or her spouse, and any school district, public community, college district, the University of Illinois, Southern Illinois University or any institution under the control of the Board of Governors of State Colleges and Universities or under the control of the Board of Regents or (2) a contract for personal service of a wholly ministerial character including but not limited to services as a laborer, clerk, typist, stenographer, page, bookkeeper, receptionist or telephone switchboard operator, made by a spouse or minor child of an elective or appointive State officer or employee or of a member of the General Assembly or (3) payments made to a member of the General Assembly, a State officer or employee, his or her spouse or minor child acting as a foster parent, homemaker, advocate, or volunteer for or in behalf of a child or family served by the Department of Children and Family Services.

Any person convicted of a violation of this Section shall be guilty of a business offense and shall be fined not less than $1,000 nor more than $5,000.

The appropriate Certification of Capacity to Contract will be executed in Section III.X., of this agreement.

L. THE CONSULTANT SELECTION

(Reference: 49 CFR Part 18; FAA AC 5100-14D or latest revision)
(30 ILCS 535; IDOT-Aeronautics Administrative Bulletin: 2010-02)

The City of DeKalb (Sponsor) hereby certifies that it has completed the prescribed qualifications based consultant selection procedures.

The firm of (Crawford, Murphy and Tilly, Inc.) (Consultant) of (Springfield, IL) (Location) has been selected to provide the engineering services required for the project on:

July 10, 2017
(Date)

A copy of the executed Retainer Agreement identifying the project covered by this Agreement is included as ATTACHMENT U.

M. AMENDMENTS TO THE AGREEMENT

All effort recorded to document a claim for additional compensation must be delineated separately from the original scope of services with personnel, classifications, dates worked, rates, hours and services thoroughly detailed and clearly identified.

The Department shall be notified of potential amendment requests at the earliest possible opportunity once it has been determined that any of the following three circumstances may exist. Any amendments to the Agreement which increases the fee or the time of performance must contain one of the following written determinations (with support documentation) depending upon the circumstances of the change.

1. The undersigned determine that the circumstances which necessitate this change were not reasonably foreseeable at the time the contract was signed.

2. The undersigned determine that the circumstances which necessitate this change were not within the contemplation of the contract as signed.

3. The undersigned determine that this change is in the best interest of the state of Illinois and is authorized by law.

Date	Sign Name
	Print Name
	Title

Any professional services effort performed beyond the not-to-exceed limits expressed in Section II. Consultant Compensation, and for which a future amendment will be sought, will be performed under all Agreement provisions as the original contracted work. The dollar value of such effort is not considered approved for payment until review and approval by the Department.

N. CERTIFICATION OF CONSULTANT
(Public Act 90-0572 Section 50-5)

I hereby certify that I am the Senior Vice President & COO (title) and duly

authorized representative of the firm Crawford, Murphy & Tilly, Inc.,

whose address is 2750 West Washington Street, Springfield, IL 62702,
and that neither I nor the above firm I here represent has:

1. employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant) to solicit or secure this Agreement,

2. agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the Agreement, or

3. paid or agreed to pay to any firm, organization, or person (other than a bona fide employee working solely for me or the above Consultant) any fee, contribution, donation, or

consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any):

The firm certifies by execution:

1. it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois, nor has the firm made an admission of guilt of such conduct which is a matter of record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm, nor has the firm been barred from being awarded a contract or subcontract.
2. it has not been barred from contracting with a unit of state or local government as a result of a violation of the Criminal Code of 1961.

I acknowledge that this certification is to be furnished to the Federal Aviation Administration of the United States' Department of Transportation in connection with this contract involving participation of Airport Improvement Program (AIP) funds and is subject to applicable state and Federal laws, both criminal and civil.

July 13, 2020
Date

Sign Name

Brian R. Welker, P.E.,
Print Name

Senior Vice President & COO
Title

O. FEDERAL TAXPAYER IDENTIFICATION NUMBER

The following statement is made under penalty of perjury:

"The Firm's correct Federal Taxpayer Identification Number is 37-0844662 . (I am) (This firm is) doing business as a (please check one):

____ Individual ____ Partnership __X__ Corporation

P. DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

(Reference: 49 CFR Part 26)

Contract Assurance (§26.13) - The Consultant or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Consultant shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the Consultant 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.

In keeping with the DBE plan adopted by the Sponsor, the Consultant shall take all necessary and reasonable steps to attain DBE participation in this contract.

The work for each subconsultant should be listed separately. If the subconsultant is being utilized to meet the project DBE goal, they must be prequalified in that category and certified as a DBE in that category. Please indicate that they are certified in that category. The certification list is available on the Department's website on the "Doing Business" menu under Small Business Enterprises and IL UCP directory http://www.dot.il.gov/ucp/ucp.html#DBE

Directory. The percent of work is computed based on the individual subconsultant's work effort in each category

Firm Name: **N/A**

Subcontract Amount ($): **N/A**

Prequalification Category	% of Work	DBE Certification

If more than one subconsultant is being used, attach additional sheets.

NOTE: All final payment requests shall include a completed ATTACHMENT O - DBE Final Documentation or the complete information on the Consultant's format.

Q. DISCRIMINATION
(Reference: 49 CFR Part 21; FAA AC 150/5100-15A or latest revision)
(Executive Order 11246 of September 24, 1965; 41 CFR Part 60)

The Consultant agrees not to commit unlawful discrimination in employment in Illinois and further agrees to take affirmative action to ensure that no unlawful discrimination is committed.

R. DUES/FEES TO CLUBS WHICH DISCRIMINATE
(775 ILCS 25/2 Source: P.A. 85-909)

The Consultant of the business entity certifies that it is not prohibited from selling goods or services to the State of Illinois because it pays dues or fees on behalf of its employees or agent or subsidizes or otherwise reimburses them for payment of their dues or fees to any club which unlawfully discriminates.

S. CONFLICT OF INTEREST
(Public Act 90-0572 Section 50-13)

The Consultant agrees to comply with the provision of the Illinois Public Act prohibiting conflict of interest and all the terms, conditions and provisions of those Sections apply to this contract and are made a part of this contract the same as though they were incorporated and included herein.

T. FELONY CONVICTION
(Public Act 90-5072 Section 50-10)

The Consultant certifies that if he/she or the business entity has been convicted of a felony, at least five years has passed since the completion of the sentence as of the contract date.

U. ILLINOIS HUMAN RIGHTS NUMBER

The Consultant must have an Illinois Department of Human Rights prequalification number, or have an application on file with the Illinois Department of Human Rights office at the State of Illinois Center, Suite 10-100, 100 West Randolph, Chicago, Illinois 60601 (refer to Department of Human Rights form).

(#IDHR PC-1/IL 442-0010). IDHR # 93788-00 .

V. EDUCATIONAL LOAN DEFAULT
(5 ILCS 385).

The Consultant certifies that, if this agreement is with an individual or individuals, that he/she is not in default on an educational loan.

W. DRUG FREE WORKPLACE
(30 ILCS 580).

If the Consultant has 25 or more employees, the following certification shall apply and, by signing this document, the Consultant certifies as follows:

1. The Consultant certifies that he will provide a drug free workplace in compliance with the Drug Free Workplace Act ("Act"). Specifically, Consultant certifies he will do the following:

    a. Publish a statement:
        i. Notifying employees that the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance, including cannabis, is prohibited in the Consultants workplace.
        ii. Specifying the actions that will be taken against employees for violations of such prohibition.
        iii. Notifying the employee that, as a condition of employment on this agreement, the employee will:
            1) abide by the terms of the statement; and
            2) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than 5 days after such conviction.
    b. Establish a drug free awareness program to inform employees about:
        i. the dangers of drug abuse in the workplace;
        ii. the Consultant policy of maintaining a drug free workplace;
        iii. any available drug counseling, rehabilitation, and employee assistance programs; and
        iv. the penalties that may be imposed upon employees for drug violations.
    c. Give a copy of the statement described above to each employee engaged in the performance of the contract and post the statement in a prominent place in the workplace.
    d. Notify the State within 10 days after receiving notice under part (a)(3)(B) above from an employee or otherwise receiving actual notice of such conviction.
    e. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program by, any employee who is so convicted, as required by §5 of the Act.
    f. Assist employees in selecting a course of action in the event drug counseling, treatment, and rehabilitation is required and indicate that a trained referral team is in place.
    g. Make a good faith effort to continue to maintain a drug free workplace through implementation of §3 of the Act.

If an individual, the Consultant further certifies that he will not engage in the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance in the performance of the agreement.

X. CAPACITY TO CONTRACT
(Public Act 90-0572)

The Consultant certifies that the Corporation's certificate of Authority to do business in Illinois, is in good standing with the Secretary of State's Office.

CERTIFICATION OF CAPACITY TO CONTRACT

Public Act 90-0572 prohibits certain persons and entities from having or acquiring any contract with the State of Illinois and from having or acquiring any direct pecuniary interests in any contract with the State of Illinois, whether for materials, services, supplies, printing or stationery. This prohibition does not extend to certain contracts for personal services of a ministerial nature as provided for in the Act.

(Corporation)

The undersigned, being a duly authorized representatives of Crawford, Murphy and Tilly, Inc., a corporation, hereby certify that they have read Public Act 90-0572 Section 50-13 and that they have checked the records of the corporation and that no person who is entitled to receive individually more than 7 1/2% of the total distributable income of the corporation, or together with their spouse or minor child more than 15% of the total distributable income of the corporation, is (i) an elected State official, a member of the General Assembly, an appointed State officer, a State employee; (ii) an officer or employee of the Illinois Toll Highway Authority or of the Illinois Building Authority; or (iii) a spouse or a minor child of any such enumerated person.

13th day of **July**, AD, 20**20**

Crawford, Murphy & Tilly, Inc.
Corporation

BY _____ BY _____

Douglas J. Klonowski, PE, Office Manager
Printed Name & Title

Brian R. Welker, PE, Sr Vice President & COO
Printed Name & Title

CERTIFICATION OF CAPACITY TO CONTRACT

Public Act 90-0572 prohibits certain persons and entities from having or acquiring any contract with the State of Illinois and from having or acquiring any direct pecuniary interests in any contract with the State of Illinois, whether for materials, services, supplies, printing or stationery. This prohibition does not extend to certain contracts for personal services of a ministerial nature as provided for in the Act.

(Partnerships and Non-Corporate Firms and Associations)

The undersigned, being each and every one of the partners/members/associates/(other) of

N/A, hereby certify on behalf of themselves individually, that they have read Public Act 90-0572 Section 50-13 and that (i) they are not an elected State official, a member of the General Assembly, an appointed State officer, a State employee; an officer or employee of the Illinois Toll Highway Authority or of the Illinois Building Authority; nor a spouse or minor child of any such enumerated person; or (ii) that they are such an enumerated person but that they are not entitled to receive individually more than 7 1/2% of the total distributable income of the partnership/firm/association, or together with their spouse or a minor child more than 15% of the total distributable income of the partnership/firm/association.

_____day of_____ , AD, 20_____

BY _____ BY _____

_____ _____

Printed Name & Title Printed Name & Title

d/b/a _____

(Name)

CERTIFICATION OF CAPACITY TO CONTRACT

Public Act 90-0572 prohibits certain persons and entities from having or acquiring any contract with the State of Illinois and from having or acquiring any direct pecuniary interests in any contract with the State of Illinois, whether for materials, services, supplies, printing or stationery. This prohibition does not extend to certain contracts for personal services of a ministerial nature as provided for in the Act.

(Individual Consultants)

I, **N/A**,
(Name)

hereby certify that I have read Public Act 90-0572 Section 50-13 and I further certify (i) that I am not an elected State official, a member of the General Assembly, an appointed State officer, a State employee; (ii) that I am not an officer or employee of the Illinois Toll Highway Authority or of the Illinois Building Authority; and (iii) that I am not a spouse or a minor child of any such official, member, officer or employee.

___day of_____, AD, 20_____

BY _____

_____
Printed Name & Title

d/b/a _____
(Name)

Y. CERTIFICATION REGARDING LOBBYING
(Reference: 49 CFR Part 20, Appendix A)

Certification for Contracts, Grants, Loans and Cooperative Agreements.

The Consultant certifies compliance with Section 319 of Public Law 101-102 and to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the 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 sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

   This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, US 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.

Z. INTERNATIONAL BOYCOTT
(Applicable to contracts in excess of $10,000):

The Consultant certifies that neither it 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. The Consultant makes the certification set forth in Section 5 of the International Anti-Boycott Certification Act.

AA. NON-APPROPRIATION CLAUSE

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 payment of this Agreement.

BB. DEBT CERTIFICATION

The Consultant certifies that it, or any affiliate, is not barred from being awarded a contract under 30 ILCS 500/50-11 and 50-12. The Consultant further acknowledges that the contracting State agency may declare the contract void if the preceding 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.

CC. GOODS FROM CHILD LABOR ACT

The Consultant certifies in accordance with Public Act 94-0264 tha1 no foreign made equipment, materials, or supplies furnished to the State under the contract have been produced in whole or in part by the labor of any child under the age of 12.

DD. QUALIFICATION BASED SELECTION ACT

(Reference: 49 CFR Part 18.36; FAA Order 5100.38; FAA AC 150/5100-14 (latest))

The parties hereby certify that there was compliance with the provisions of the State of Illinois' Architectural, Engineering and Land Surveying Qualifications Based Selection Act, Chapter 30 ILCS 535 in the procurement of the services covered by this Agreement.

EE. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

(Reference: 49 CFR Part 29; FAA Order 5100.38)

The Consultant certifies, by submission of this proposal or acceptance of this contract, 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. It further agrees by submitting this Agreement that it will include this clause without modification in all lower tier transactions, solicitations, proposals, contracts, and subcontracts. Where the Consultant or any lower tier participant is unable to certify to this statement, it shall attach an explanation to this solicitation/proposal.

FF. RIGHTS TO INVENTIONS

(Reference: 49 CFR Part 18.36(i)(8); FAA Order 5100.38)

All rights to inventions and materials generated under this contract are subject to regulations issued by the FAA and the Sponsor of the Federal grant under which this contract is executed.

GG. TRADE RESTRICTION CLAUSE

(Reference: 49 CFR Part 30.13; FAA Order 5100.38)

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

1. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative (USTR);

2. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country 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;

3. 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 Consultant or subconsultant who is unable to certify to the above. If the Consultant knowingly procures or subcontracts for the supply of any product or service of a foreign country on 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 Consultant 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 Consultant may rely on the certification of a prospective subconsultant unless it has knowledge that the certification is erroneous.

The Consultant shall provide immediate written notice to the sponsor if the Consultant learns that its certification or that of a subconsultant was erroneous when submitted or has become erroneous by reason of changed circumstances. The subconsultant agrees to provide 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 Consultant or subconsultant knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the 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 a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

HH. BREACH OF CONTRACT TERMS

(Reference: 49 CFR Part 18.36)

Any violation or breach of terms of this contract on the part of the Consultant or their subconsultants may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement. The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law.

Policies and procedures for procurement of professional services are established in Federal Regulation Title 49 CFR Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements. The Airport and Airway Improvement Act (AAIA) of 1982, as amended, serves as the enabling legislation. The parties agree that these policies and procedures have been followed.

IN WITNESS WHEREOF, the parties hereto have affixed their hand and seals at

DeKalb (city), Illinois, this **July 13** (date), 20**20** (year).

ATTEST:

(SEAL)

City of DeKalb
(Sponsor Name)

36-6005843
(Federal Employee's Identification Number)

BY _____

Ruth A. Scott, Executive Assistant
Printed Name & Title

BY _____

Jerry Smith, Mayor
Printed Name & Title

ATTEST:

(SEAL)

CRAWFORD, MURPHY & TILLY, INC. CORPORATE SEAL 1963 DELAWARE

CRAWFORD, MURPHY & TILLY, INC.
(Consultant Name)

37-0844662
(Federal Employee's Identification Number)

BY _____

Douglas J. Klonowski, PE Office Manager
Printed Name & Title

BY _____

Brian R. Welker, PE, Sr. Vice President & COO
Printed Name & Title

LIST OF ATTACHMENTS

ATTACHMENT A / A1 – **PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN PHASE SERVICES**
ESTIMATE OF COSTS / SALARY EXPENSES

ATTACHMENT B / B1 – **DESIGN PHASE SERVICES**
ESTIMATE OF COSTS / SALARY EXPENSES

ATTACHMENT C / C1 – **CONSTRUCTION PHASE SERVICES**
ESTIMATE OF COSTS / SALARY EXPENSES

ATTACHMENT D / D1 – **PLANNING AND SPECIAL SERVICES**
ESTIMATE OF COSTS / SALARY EXPENSES

ATTACHMENT E – **ENGINEERING REPORT (General Guidance)**

ATTACHMENT F – **RESIDENT ENGINEER'S DIARY (Standard Format)**

ATTACHMENT G – **COST PLUS FIXED PAYMENT INVOICE (Standard Format)**

ATTACHMENT H – **LUMP SUM INVOICE (Standard Format)**

ATTACHMENT I – **EFFORT DETAIL BREAKDOWN (Standard Format)**

ATTACHMENT J – **TESTING SCHEDULE**

ATTACHMENT K – **TESTING RATES & COST SUMMARY**

ATTACHMENT L – **SUMMARY OF PAYROLL BURDEN AND FRINGE COSTS**

ATTACHMENT M – **SUMMARY OF OVERHEAD AND INDIRECT COSTS**

ATTACHMENT N – **PROJECT CERTIFICATION**

ATTACHMENT O – **DBE FINAL DOCUMENTATION**

ATTACHMENT P – **PROJECT SKETCH**

ATTACHMENT Q – **PROJECT LETTING SCHEDULE**

ATTACHMENT R – **OP&P PROGRAM LETTER**

ATTACHMENT S – **CURRENT IDOT PROVISIONAL PAYROLL BURDEN / FRINGE EXPENSE AND GENERAL / ADMINISTRATIVE EXPENSE RATE LETTER**

ATTACHMENT T – **CONSULTANT'S PRELIMINARY ESTIMATE OF PROBABLE CONSTRUCTION COSTS**

ATTACHMENT U – **RETAINER AGREEMENT**

ATTACHMENT A

PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN PHASE SERVICES

ESTIMATE OF COSTS

Category	Amount ($)	
1. Direct Salary Costs	_____	(ATTACHMENT A-1)
2. Labor and General and Administrative Overhead[1]	_____	
3. Direct Nonsalary Expenses		
Lodging[2,3]	_____	
Meals/Per Diem[2,3]	_____	
Transportation[2]	_____	
Materials & Supplies	_____	
Printing	_____	
CADD time[4]	_____	
Other Costs (excluding outside services)	_____	
4. Fixed Payment[5]	_____	
5. Outside Services	_____	
Lump Sum **Total Amount Not to Exceed**	$ _____	

Estimated cost of total professional design phase services from TIP: $_____

NOTES:

1/ A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.
2/ Current approved rates established by State of Illinois - Governors Travel Control Board.
3/ Shall not be used in calculation of fixed payment amount.
4/ Maximum CADD rate shall be $15.00/hour.
5/ Fixed Payment (Profit) = (14.5%) x [Direct Salary Costs + (OH&B) x (Direct Salary Costs) + Transportation + Materials & Supplies + Printing + CADD time + Other Costs (excluding outside services)].

ATTACHMENT A-1

PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN PHASE SERVICES

ESTIMATE OF SALARY EXPENSES

Classification*	Hours	$Rate/Hour	Cost ($)
Principal			
Vice Principal			
Project Manager			
Senior Project Engineer			
Senior Project Architect			
Project Engineer			
Project Architect			
Senior Engineer			
Senior Architect			
Engineer			
Planner			
Registered Land Surveyor			
Land Surveyor			
Senior Engineering Technician			
Engineering Technician			
Engineering Assistant			
CADD/Draftsman/Technician			
Clerical			
Total	(hours)	(average)	$ (total direct salary costs) (ATTACHMENT A)

*Classifications may be adjusted as per Consultant's work force.

ATTACHMENT B

DESIGN PHASE SERVICES

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment B
Preliminary Design and Design Phase
ESTIMATE OF COSTS

	CATEGORY			AMOUNT
1	Direct Salary Costs			$55,152.68
2	Labor and General and Administrative Overhead[1]	56.35%		$31,078.54
3	Direct Nonsalary Expenses	110.87%		$61,147.78
	Lodging[2,3]		$	-
	Meals/Per Diem[2,3]		$	-
	Transportation[2]		$	260.00
	Materials & Supplies		$	-
	Printing		$	460.00
	CADD time[4]		$	-
	Other Costs (Excluding outside Services)		$	120.00
4	Fixed Payment[5]			$21,490.00
5	Outside Services/Subconsultants			$6,350.00
	Geotechnical Investigation	$6,350.00		
	Cost Plus Fixed Payment **Total Amount Not to Exceed**			$176,059.00
	Or		**Use =**	$176,100.00

Estimated Construction Cost: $ **4,320,366.00** (ATTACHMENT T)

Attach a sketch labeled ATTACHMENT P in sufficient detail to clearly delineate the proposed areas of work.

NOTES:

1/ A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.
2/ Current approved rates established by State of Illinois - Governors Travel Control Board.
3/ Shall not be used in calculation of fixed payment amount.
4/ Maximum CADD rate shall be $15.00/hour.
5/ Fixed Payment (Profit) = (14.5%) x [Direct Salary Costs + (OH&B) x (Direct Salary Costs) + Transportation + Materials & Supplies + Printing + CADD time + Other Costs (excluding outside services)].

ATTACHMENT B-1

DESIGN PHASE SERVICES

ESTIMATE OF SALARY EXPENSES

CLASSIFICATION	TIME REQUIRED (HOURS)	HOURLY WAGE	SALARY EXPENSE
PRINCIPAL	2	$78.00	$156.00
PROJECT ENGINEER II	181	$65.12	$11,786.72
PROJECT ARCHITECT II	0	$53.37	$0.00
PROJECT MANAGER II	152	$53.44	$8,122.88
PROJECT ENGINEER I	2	$51.10	$102.20
PROJECT ENVIRONMENTAL SPECIALIST I	0	$54.93	$0.00
PROJECT MANAGER I	0	$50.34	$0.00
PROJECT STRUCTURAL ENGINEER I	0	$50.07	$0.00
SENIOR ENGINEER I	269	$37.58	$10,109.02
SENIOR ARCHITECT I	0	$43.54	$0.00
TECHNICAL MANAGER II	0	$45.96	$0.00
SENIOR PLANNER I	0	$37.59	$0.00
GIS SPECIALIST	0	$35.51	$0.00
ENVIRONMENTAL SPECIALIST III	0	$37.50	$0.00
SENIOR STRUCTURAL ENGINEER II	0	$49.41	$0.00
SENIOR STRUCTURAL ENGINEER I	0	$37.02	$0.00
ENGINEER I	274	$29.46	$8,072.04
STRUCTURAL ENGINEER I	0	$30.75	$0.00
PLANNER I	0	$25.67	$0.00
ENVIRONMENTAL SPECIALIST II	0	$30.78	$0.00
ENVIRONMENTAL SPECIALIST I	0	$25.53	$0.00
TECHNICAL MANAGER I	0	$29.54	$0.00
LAND SURVEYOR	64	$41.23	$2,638.72
SENIOR TECHNICIAN II	259	$46.24	$11,976.16
SENIOR TECHNICIAN I	0	$36.55	$0.00
TECHNICIAN II	70	$30.97	$2,167.90
TECHNICIAN I	0	$22.10	$0.00
PROJECT ADMINISTRATIVE ASSISTANT	0	$23.77	$0.00
ADMINISTRATIVE/ACCOUNTING ASSISTANT	1	$21.04	$21.04
		AVERAGE	
TOTAL	**1274**	**$43.29**	**$55,152.68**

*Classifications may be adjusted as per Consultant's work force.

ATTACHMENT B-2

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment B-2

Preliminary Design and Design Phase
Estimated Cost Breakdown Items 4, 5, 6 & 7

Item							
4	**MATERIALS AND SUPPLIES**						
	Surveying Supplies (paint, lathe, stakes, etc)				$ -		
	Drafting Media				$ -		
	Misc. Equipment and Direct Project Supplies				$ -		
	Sub-Total					**$**	**-**
5	**TRAVEL**						
	Travel Reimbursement	400	miles@	$ 0.575	$ 230.00		
	Other Subsistence & Tolls				$ 30.00		
	Sub-Total					**$**	**260.00**
	Lodging (Not in Fixed Fee comp.)	0	days @	$ 100.00	$ -	**$**	**-**
6	**PRINTING**						
	Full Size Prints	150	sheets@	$ 2.40	$ 360.00		
	Photo-copies	500	sheets@	$ 0.20	$ 100.00		
	Sub-Total					**$**	**460.00**
7	**OTHER COSTS (EXCLUDING OUTSIDE SERVICES)**						
	Photos/Developing				$ -		
	Direct Project Shipping Expense	6	times @	$ 20.00	$ 120.00		
	Unassigned Misc Project Direct Expense		Misc.		$ -		
	Sub-Total					**$**	**120.00**
						$	**840.00**

ATTACHMENT B-3
(Sheet 1 of 3)

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment B-3
Cost Estimate of Consultant Services (By Task)

Phase #		Element of Work	Hours	Ave Hourly Rate	Total Direct Labor	% of Total Labor	Principal	Project Engineer II	Project Manager II	Project Engineer I	Project Manager I	Senior Engineer I	Technical Manager II	Engineer I	Technical Manager I	Land Surveyor	Senior Technician II	Technician II	Administrative/ Accounting Assistant
Design Phase (Per Section I.B. of Agreement)																			
1000		**Preliminary Assessment and Schematic Design**	**422**	**$44.21**	**$18,658.24**	**33.83%**	**2**	**55**	**33**	**2**	**0**	**78**	**0**	**72**	**0**	**64**	**116**	**0**	**0**
1100		**Preliminary Work Items**	61	$47.43	$2,893.20	5.25%	1	22	0	0	0	20	0	12	0	0	6	0	0
1110	1110	Scope Refinement and Project Definition	21	$52.47	$1,101.88	2.00%	1	8	0	0	0	6	0	0	0	0	6	0	0
	1120	Site Visit/Review by Design Team	18	$44.05	$792.96	1.44%	0	6	0	0	0	6	0	6	0	0	0	0	0
	1130	Pre-Design Meeting and Preparation	8	$51.35	$410.80	0.74%	0	4	0	0	0	4	0	0	0	0	0	0	0
	1140	Review Record Drawings and Available Data	14	$41.97	$587.56	1.07%	0	4	0	0	0	4	0	6	0	0	0	0	0
1200		**Surveys/Field Investigations/Verify Existing Cond.**	130	$44.64	$5,803.84	10.52%	0	6	0	0	0	0	0	0	0	64	60	0	0
	1210	Topo/Cross-Section Survey Field Work	120	$43.74	$5,248.20	9.52%	0	0	0	0	0	0	0	0	0	60	60	0	0
	1220	Office Download of Field Data/Reduce Surveys & Prepare Models	10	$55.56	$555.64	1.01%	0	6	0	0	0	0	0	0	0	4	0	0	0
1300		**Prel. Plan Concept Develop (35% Design Report)**	213	$43.49	$9,262.92	16.80%	1	25	31	2	0	52	0	52	0	0	50	0	0
	1310	General Scope Refinement Development/Overall Limits	21	$53.24	$1,118.12	2.03%	1	6	6	2	0	2	0	2	0	0	2	0	0
	1311	Pavement History Research and Review	16	$41.94	$671.08	1.22%	0	2	4	0	0	4	0	6	0	0	0	0	0
	1312	Sequence of Construction Concepts/Layouts	24	$44.65	$1,071.64	1.94%	0	2	6	0	0	6	0	4	0	0	6	0	0
	1313	Existing Conditions Validation/Review	32	$40.70	$1,302.24	2.36%	0	1	1	0	0	8	0	8	0	0	14	0	0
	1314	Preliminary Typical Sections/Rehab Details	8	$43.14	$345.12	0.63%	0	1	1	0	0	2	0	2	0	0	2	0	0
	1315	Prelim. Geometric Plan	17	$42.21	$717.60	1.30%	0	1	2	0	0	4	0	4	0	0	6	0	0
	1316	Prelim. Pavement Design and Matl. Selection Detail/Justifications	10	$49.43	$494.32	0.90%	0	2	4	0	0	4	0	0	0	0	0	0	0
	1317	Prelim. Profile, Grading Plans and Concept	18	$40.17	$723.08	1.31%	0	1	1	0	0	4	0	6	0	0	6	0	0
	1318	Prelim. Drainage Concept, Impacts and Features and Prelim. Pipe Sizing and Route Plans	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
	1319	Prelim. Lighting/Electrical Design Concept/Scope.	4	$47.29	$189.16	0.34%	0	2	0	0	0	0	0	2	0	0	0	0	0
	1320	Miscellaneous Design Features: Fencing, Turfing and Marking Design & Layout	8	$41.68	$333.44	0.60%	0	0	2	0	0	2	0	2	0	0	2	0	0
	1321	Utility Impacts, Delineations and Relocations Design Considerations.	15	$41.67	$625.12	1.13%	0	1	2	0	0	4	0	4	0	0	4	0	0
	1322	Review and Evaluations of FAA Mods to Standards and Special Considerations	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
	1323	Review/Discuss Local Code Conditions/Requirements and Impacts to the Project	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
	1324	Exhibits Preparation & Development in Support of Preliminary Design Report	26	$41.71	$1,084.44	1.97%	0	2	2	0	0	8	0	6	0	0	8	0	0
	1325	Agency Coordination/Soils Investigation & Coord. & Discussion of Soils Impact on Design and Construction	14	$41.97	$587.56	1.07%	0	4	0	0	0	4	0	6	0	0	0	0	0
1400		**Preliminary Identification & List of Expected Specifications**	4	$48.43	$193.72	0.35%	0	1	1	0	0	2	0	0	0	0	0	0	0
1500		**Prel. Opinion of Probable Cost, Quantity Evaluations, Computations and Funding Review; Preliminary Estimate of Time**	14	$36.04	$504.56	0.91%	0	1	1	0	0	4	0	8	0	0	0	0	0

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment B-3
Cost Estimate of Consultant Services (By Task)

Phase #	Element of Work	Hours	Ave Hourly Rate	Total Direct Labor	% of Total Labor	Principal	Project Engineer II	Project Manager II	Project Engineer I	Project Manager I	Senior Engineer I	Technical Manager II	Engineer I	Technical Manager I	Land Surveyor	Senior Technician II	Technician II	Administrative/ Accounting Assistant
Design Phase (Per Section I.B. of Agreement)																		
2000	**Plan and Document Development - Detailed Design (35% to 80% Level)**	**668**	**$41.12**	**$27,467.76**	**49.80%**	**0**	**73**	**75**	**-**	**-**	**153**	**-**	**174**	**-**	**-**	**122**	**70**	**1**
2100	**Review and Resolve Prelim Design Issues From Design Report Stage**	12	$52.05	$624.56	1.13%	0	4	4	0	0	4	0	0	0	0	0	0	0
2110	Review 35% Design Report with Owner/IDA/FAA - conference call if needed	6	$52.05	$312.28	0.57%	0	2	2	0	0	2	0	0	0	0	0	0	0
2120	Resolve Outstanding Issues from 35% Report Review	6	$52.05	$312.28	0.57%	0	2	2	0	0	2	0	0	0	0	0	0	0
2200	**Plan Set/Drawing Development**	610	$40.81	$24,895.70	45.14%	0	61	65	0	0	132	0	162	0	0	120	70	0
2210	Cover/Summary of Quantities/General Items	24	$39.02	$936.42	1.70%	0	1	1	0	0	4	0	8	0	0	8	2	0
2211	Sequence of Construction/Phasing Plan	54	$41.49	$2,240.30	4.06%	0	6	6	0	0	10	0	14	0	0	12	6	0
2212	Existing Conditions/Prop Removal/Pavement Rehab. Details/SWPPP	80	$39.79	$3,183.32	5.77%	0	8	8	0	0	16	0	24	0	0	12	12	0
2213	Utility Plan and Relocation Plan (As necessary)	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
2214	Proposed Improvement Plan and Geometry Plan	80	$39.94	$3,195.36	5.79%	0	6	8	0	0	18	0	20	0	0	16	12	0
2215	Typical Sections/Cross Section Develop.	106	$40.40	$4,282.72	7.77%	0	8	8	0	0	24	0	26	0	0	28	12	0
2216	Pavement Design/Geometry/Paved Shldr. Mods	58	$42.99	$2,493.66	4.52%	0	8	8	0	0	12	0	12	0	0	12	6	0
2217	Plan and Profile Plan Sheets	78	$43.47	$3,390.48	6.15%	0	12	12	0	0	16	0	16	0	0	14	8	0
2218	Drainage and Edge Drain Design	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
2219	Underdrain Plan and Details	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
2220	Grading and Intersection Staking Plan	78	$41.29	$3,220.98	5.84%	0	8	8	0	0	20	0	16	0	0	16	10	0
2222	Edge Lighting/Apron Lighting Design/Electrical Design/Vault Improvements	28	$38.89	$1,088.80	1.97%	0	2	6	0	0	6	0	14	0	0	0	0	0
2223	Earthwork Distribution and Cross Sections	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
2224	Restoration and Landscaping Plan	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
2225	Misc Design Elements (e.g. Marking, Fencing, etc.)	24	$35.99	$863.66	1.57%	0	2	0	0	0	6	0	12	0	0	2	2	0
2300	**Development of Technical Specifications**	12	$39.41	$472.88	0.86%	0	2	1	0	0	4	0	4	0	0	0	0	1
2400	**Quantity Computations, Development of Opinion of Prob. Cost and Estimate of Contract Time**	34	$43.37	$1,474.62	2.67%	0	6	5	0	0	13	0	8	0	0	2	0	0
2410	Quantity Computations	14	$39.19	$548.72	0.99%	0	2	0	0	0	8	0	4	0	0	0	0	0
2420	Cost Estimate Preparation and Development	9	$41.85	$376.68	0.68%	0	2	1	0	0	2	0	4	0	0	0	0	0
2430	Estimate of Time Preparation and Development	8	$50.60	$404.76	0.73%	0	2	2	0	0	2	0	0	0	0	2	0	0
2440	Prepare DBE Goals and Estimate	3	$48.15	$144.46	0.26%	0	0	2	0	0	1	0	0	0	0	0	0	0

ATTACHMENT B-3
(Sheet 3 of 3)

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment B-3
Cost Estimate of Consultant Services (By Task)

Phase #	Element of Work	Hours	Ave Hourly Rate	Total Direct Labor	% of Total Labor	Principal	Project Engineer II	Project Manager II	Project Engineer I	Project Manager I	Senior Engineer I	Technical Manager II	Engineer I	Technical Manager I	Land Surveyor	Senior Technician II	Technician II	Administrative/ Accounting Assistant
Design Phase (Per Section I.B. of Agreement)																		
3000	**Plan and Document Development - Final Design (80% - 100%)**	**100**	**$44.71**	**$4,471.48**	**8.11%**	**0**	**16**	**17**	**0**	**0**	**24**	**0**	**22**	**0**	**0**	**21**	**0**	**0**
3100	**Review and Resolve Prelim Design Issues From**	8	$52.40	$419.16	0.76%	0	2	4	0	0	2	0	0	0	0	0	0	0
3110	Review of 80% Design Documents with IDA/FAA	3	$57.33	$172.00	0.31%	0	1	2	0	0	0	0	0	0	0	0	0	0
3120	Comment Resolution From Agency 80% Review	5	$49.43	$247.16	0.45%	0	1	2	0	0	2	0	0	0	0	0	0	0
3200	**Development of Final Issued for Bid Set of Plans**	74	$44.25	$3,274.60	5.94%	0	10	11	0	0	15	0	17	0	0	21	0	0
3210	Cover/Summary of Quantities/General Items	10	$36.06	$360.64	0.65%	0	0	0	0	0	4	0	4	0	0	2	0	0
3211	Sequence of Construction/Phasing Plan	14	$51.22	$717.04	1.30%	0	4	4	0	0	4	0	0	0	0	2	0	0
3212	Existing Conditions/Prop Removal/Pavement Rehab. Details/SWPPP	7	$48.52	$339.64	0.62%	0	1	2	0	0	2	0	0	0	0	2	0	0
3213	Utility Plan and Relocation Plan (As necessary)	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
3214	Proposed Improvement Plan and Geometry Plan	7	$46.20	$323.40	0.59%	0	1	2	0	0	0	0	2	0	0	2	0	0
3215	Typical Sections/Cross Section Develop.	2	$29.46	$58.92	0.11%	0	0	0	0	0	0	0	2	0	0	0	0	0
3216	Pavement Design/Geometry/Paved Shldr. Mods	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
3217	Plan and Profile Plan Sheets	12	$46.35	$556.16	1.01%	0	2	2	0	0	2	0	2	0	0	4	0	0
3218	Drainage and Edge Drain Design	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
3219	Underdrain Plan and Details	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
3220	Grading and Intersection Staking Plan	4	$48.57	$194.26	0.35%	0	1	1	0	0	0	0	1	0	0	1	0	0
3222	Edge Lighting/Apron Lighting Design/Electrical Design/Vault Improvements	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
3223	Earthwork Distribution and Cross Sections	8	$39.88	$319.04	0.58%	0	0	0	0	0	2	0	2	0	0	4	0	0
3224	Restoration and Landscaping Plan	4	$37.85	$151.40	0.27%	0	0	0	0	0	0	0	2	0	0	2	0	0
3225	Misc Design Elements (e.g. Marking, Fencing, etc.)	6	$42.35	$254.10	0.46%	0	1	0	0	0	1	0	2	0	0	2	0	0
3300	**Revisions to Technical Specifications based on Comment Resolution - Prepare IFB Specs**	8	$48.43	$387.44	0.70%	0	2	2	0	0	4	0	0	0	0	0	0	0
3400	**Revisions to Quantity Computations, Final Rev. of Opinion of Prob. Cost and Estimate of Contract**	10	$39.03	$390.28	0.71%	0	2	0	0	0	3	0	5	0	0	0	0	0
3410	Quantity Computations	4	$40.41	$161.62	0.29%	0	1	0	0	0	1	0	2	0	0	0	0	0
3420	Cost Estimate Preparation and Development	4	$40.41	$161.62	0.29%	0	1	0	0	0	1	0	2	0	0	0	0	0
3430	Estimate of Time Preparation and Development	2	$33.52	$67.04	0.12%	0	0	0	0	0	1	0	1	0	0	0	0	0
3440	Prepare DBE Goals and Estimate	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
4000	**General Overall Project Related Tasks**	**84**	**$54.23**	**$4,555.20**	**8.26%**	**0**	**37**	**27**	**0**	**0**	**14**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
4100	**Quality Control and Constructability Reviews**	26	$57.93	$1,506.24	2.73%	0	10	16	0	0	0	0	0	0	0	0	0	0
4110	Prepare QC Plan	2	$65.12	$130.24	0.24%	0	2	0	0	0	0	0	0	0	0	0	0	0
4120	Complete QAP Reviews and Follow-up	12	$57.33	$688.00	1.25%	0	4	8	0	0	0	0	0	0	0	0	0	0
4130	Complete Constructability Reviews (at 80% and 100%)	12	$57.33	$688.00	1.25%	0	4	8	0	0	0	0	0	0	0	0	0	0
4200	**Project Management and Meetings**	48	$53.32	$2,559.20	4.64%	0	24	8	0	0	12	0	4	0	0	0	0	0
4210	Project Review and Coordination Meetings with the Owner, IDA and FAA (Est. (2) of Mtgs @ X 2 Hours/Ea.) *(Identify: Prelim. Design, Design Mtgs at 80% & 100%) - via conf. call if needed*	8	$51.35	$410.80	0.74%	0	4	0	0	0	4	0	0	0	0	0	0	0
4220	Project Coordination Meetings with Agencies including Permiting Authorities and Subconsultants (~~Est. 2 of Mtgs @ 1 Hours/Ea.~~)	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
4230	Internal Project Design Meetings and Coordination (Est. 4 of Mtgs @ 2 Hours/Ea.)	28	$48.82	$1,366.96	2.48%	0	8	8	0	0	8	0	4	0	0	0	0	0
4040	Project Management and Coord. of Design Team and Subconsultants	12	$65.12	$781.44	1.42%	0	12	0	0	0	0	0	0	0	0	0	0	0
4300	**Post Design Phase - Pre-Bid and Bidding Assistance**	2	$59.28	$118.56	0.21%	0	1	1	0	0	0	0	0	0	0	0	0	0
4310	Pre-bid meeting, Preparation & Attendance	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0
4320	Miscellaneous bidding Phase; addenda; respond to questions during bidding; analysis of bids; etc.	2	$59.28	$118.56	0.21%	0	1	1	0	0	0	0	0	0	0	0	0	0
4400	**Project Design Closeout and Archive**	8	$46.40	$371.20	0.67%	0	2	2	0	0	2	0	2	0	0	0	0	0
	Totals	**1274**	**$43.29**	**$55,152.68**	**100.00%**	**2**	**181**	**152**	**2**	**-**	**269**	**-**	**274**	**-**	**64**	**259**	**70**	**1**

ATTACHMENT C

CONSTRUCTION PHASE SERVICES

ESTIMATE OF COSTS

Category	Amount ($)	
1. Direct Salary Costs	_____	(ATTACHMENT C-1)
2. Labor and General and Administrative Overhead[1]	_____	
3. Direct Nonsalary Expenses		
Lodging[2,3]	_____	
Meals/Per Diem[2,3]	_____	
Transportation[2]	_____	
Materials & Supplies	_____	
Printing	_____	
CADD time[4]	_____	
Other Costs (excluding outside services)	_____	
4. Fixed Payment[5]	_____	
5. Outside Services	_____	
Cost Plus Fixed Payment **Total Amount Not to Exceed**	**$** _____	
OR		
Lump Sum **Total Amount Not to Exceed**	$ _____	

NOTES:

1/ A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

2/ Current approved rates established by State of Illinois - Governors Travel Control Board.

3/ Shall not be used in calculation of fixed payment amount.

4/ Maximum CADD rate shall be $15.00/hour.

5/ Fixed Payment (Profit) = (14.5%) x [Direct Salary Costs + (OH&B) x (Direct Salary Costs) + Transportation + Materials & Supplies + Printing + CADD time + Other Costs (excluding outside services)].

ATTACHMENT C-1

CONSTRUCTION PHASE SERVICES

ESTIMATE OF SALARY EXPENSES

Classification*	Hours	$Rate/Hour	Cost ($)
Principal			
Vice Principal			
Project Manager			
Senior Project Engineer			
Senior Project Architect			
Project Engineer			
Project Architect			
Senior Engineer			
Senior Architect			
Engineer			
Planner			
Registered Land Surveyor			
Land Surveyor			
Senior Engineering Technician			
Engineering Technician			
Engineering Assistant			
CADD/Draftsman/Technician			
Clerical			
Total	(hours)	(average)	$ (total direct salary costs) (ATTACHMENT D)

*Classifications may be adjusted as per Consultant's work force.

ATTACHMENT D

PLANNING AND SPECIAL SERVICES

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment D

Planning and Special Services - Bidding Service for Local Let Projects

ESTIMATE OF COSTS

	CATEGORY			AMOUNT
1	Direct Salary Costs			$1,471.42
2	Labor and General and Administrative Overhead[1]	56.35%		$829.15
3	Direct Nonsalary Expenses	110.87%		$1,631.36
	Lodging[2,3]		$	-
	Meals/Per Diem[2,3]		$	-
	Transportation[2]		$	-
	Materials & Supplies		$	-
	Printing		$	-
	CADD time[4]		$	-
	Other Costs (Excluding outside Services)		$	-
4	Fixed Payment[5]			$600.00
5	Outside Services/Subconsultants			$0.00
	None Anticipated	$0.00		
		Cost Plus Fixed Payment		
		Total Amount Not to Exceed		$4,531.93
	Or		**Use =**	$4,500.00

NOTES:

1/ A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

2/ Current approved rates established by State of Illinois - Governors Travel Control Board.

3/ Shall not be used in calculation of fixed payment amount.

4/ Maximum CADD rate shall be $15.00/hour.

5/ Fixed Payment (Profit) = (14.5%)x[Direct Salary Costs + (OH&B)x(Direct Salary Costs) + Transportation + Materials & Supplies + Printing + CADD time + Other Costs (excluding outside services)].

ATTACHMENT D-1

PLANNING AND SPECIAL SERVICES

ESTIMATE OF SALARY EXPENSES

CLASSIFICATION	TIME REQUIRED (HOURS)	HOURLY WAGE	SALARY EXPENSE
PRINCIPAL	0	$78.00	$0.00
PROJECT ENGINEER II	6	$65.12	$390.72
PROJECT ARCHITECT II	0	$53.37	$0.00
PROJECT MANAGER II	0	$53.44	$0.00
PROJECT ENGINEER I	4	$51.10	$204.40
PROJECT ENVIRONMENTAL SPECIALIST I	0	$54.93	$0.00
PROJECT MANAGER I	0	$50.34	$0.00
PROJECT STRUCTURAL ENGINEER I	0	$50.07	$0.00
SENIOR ENGINEER I	0	$37.58	$0.00
SENIOR ARCHITECT I	0	$43.54	$0.00
TECHNICAL MANAGER II	0	$45.96	$0.00
SENIOR PLANNER I	8	$37.59	$300.72
GIS SPECIALIST	0	$35.51	$0.00
ENVIRONMENTAL SPECIALIST III	2	$37.50	$75.00
SENIOR STRUCTURAL ENGINEER II	0	$49.41	$0.00
SENIOR STRUCTURAL ENGINEER I	0	$37.02	$0.00
ENGINEER I	2	$29.46	$58.92
STRUCTURAL ENGINEER I	0	$30.75	$0.00
PLANNER I	10	$25.67	$256.70
ENVIRONMENTAL SPECIALIST II	0	$30.78	$0.00
ENVIRONMENTAL SPECIALIST I	0	$25.53	$0.00
TECHNICAL MANAGER I	0	$29.54	$0.00
LAND SURVEYOR	0	$41.23	$0.00
SENIOR TECHNICIAN II	4	$46.24	$184.96
SENIOR TECHNICIAN I	0	$36.55	$0.00
TECHNICIAN II	0	$30.97	$0.00
TECHNICIAN I	0	$22.10	$0.00
PROJECT ADMINISTRATIVE ASSISTANT	0	$23.77	$0.00
ADMINISTRATIVE/ACCOUNTING ASSISTANT	0	$21.04	$0.00
		AVERAGE	
TOTAL	**36**	**$40.87**	**$1,471.42**

*Classifications may be adjusted as per Consultant's work force.

ATTACHMENT D-2

PLANNING AND SPECIAL SERVICES

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment D-2

Planning and Special Services Phase
Estimated Cost Breakdown Items 4, 5, 6 & 7

Item							
4	**MATERIALS AND SUPPLIES**						
	Surveying Supplies (paint, lathe, stakes, etc)				$ -		
	Drafting Media				$ -		
	Misc. Equipment and Direct Project Supplies				$ -		
	Sub-Total					**$**	**-**
5	**TRAVEL**						
	Travel Reimbursement	0	miles@	$ 0.580	$ -		
	Other Subsistence & Tolls				$ -		
	Sub-Total					**$**	**-**
6	**PRINTING**						
	Full Size Prints		sheets@	$ 2.40	$ -		
	Photo-copies		sheets@	$ 0.20	$ -		
	Sub-Total					**$**	**-**
7	**OTHER COSTS (EXCLUDING OUTSIDE SERVICES)**						
	Photos/Developing				$ -		
	Direct Project Shipping Expense				$ -		
	Unassigned Misc Project Direct Expense				$ -		
	Sub-Total					**$**	**-**
						$	**-**

ATTACHMENT D-3

PLANNING AND SPECIAL SERVICES

DeKalb Taylor Municipal Airport

Resurface Runway 2/20

Attachment D-3 - Planning and Special Services Phase Engineering
Cost Estimate of Consultant Services (By Task)

	Element of Work	Hours	Ave Hourly Rate	Total Direct Labor	% of Total Labor	Principal	Project Engineer II	Project Manager II	Project Engineer I	Project Environmental Specialist I	Senior Engineer I	Senior Planner I	GIS Specialist	Environmental Specialist III	Engineer I	Planner I	Environmental Specialist II	Environmental Specialist I	Senior Technician II	Technician II	Administrative/ Accounting Assistant
	Planning and Special Services Phase																				
8050	**NEPA Clearance**	20	$32.49	$649.72	44.16%	0	0	0	0	0	0	6	0	2	0	10	0	0	2	0	0
8051	Review Historical Parcel Information (NHPA, Section 4f/6f, Endangered Species, Other Resources, Community Disruption, Environmental Justice, Surface Transportation, Noise, Air Quality, Water Quality, Hazardous Material, Light Emissions)	8	$18.77	$150.18	10.21%	0	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0
8052	Exhibits for Environmental Clearance (Wetlands, Flood Maps,etc.)	8	$20.96	$167.66	11.39%	0	0	0	0	0	0	2	0	0	0	4	0	0	2	0	0
8053	Complete Environmental Documentation for Submittal	4	$18.80	$75.18	5.11%	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
8054	Project Description	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8055	ESR Request	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8056	Impact Category Checklist	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8057	Public Hearing (if requested)	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8058	Review and FAA/IDA Coordination	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8060	**Airspace Documents/Exhibits**	12	$46.77	$561.22	38.14%	0	2	0	4	0	0	2	0	0	2	0	0	0	2	0	0
8070	**FAA Application for Funds and Supporting**	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8080	**ALP Update**	0	$0.00	$0.00	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8090	**Project Management**	4	$65.12	$260.48	17.70%	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8091	Project Management	2	$65.12	$130.24	8.85%	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8092	FAA Deliverable Review Coordination	2	$65.12	$130.24	8.85%	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals	**36**	**$40.87**	**$1,471.42**	**100.00%**	**0**	**6**	**0**	**4**	**0**	**0**	**8**	**0**	**2**	**2**	**10**	**0**	**0**	**4**	**0**	**0**

ATTACHMENT E

ENGINEERING REPORT (General Guidance)

The Engineering Report is to be prepared by the Consultant and submitted to the Sponsor and/or Department, if possible, prior to starting Plans and Specifications. The Report shall include, at a minimum, a discussion of the following elements which are applicable and any other elements deemed necessary by the Department:

1. Introduction, project overview and consistency with approved ALP, justification, scope, authorization, funding, required environmental actions and schedule.

2. Investigations and evaluations, including pavement history, PCI information, topographic survey data, soil sampling and testing, boring logs, CBR test results, subgrade stabilization considerations, and seasonal frost issues.

3. Pavement design considerations, including pavement types and/or alternates; any unusual design and reasons therefore, selection of design CBR value, traffic distribution, and reported pavement strength.

4. Rehabilitation, strengthening and/or overlay work shall be detailed as to the type of work required, including existing pavement conditions, material selection considerations, thickness design and economic analysis.

5. Construction features which vary from FAA criteria should be identified including the problem(s) facts, alternative solutions, and/ or desired solution. Is the desired solution the most economical?

6. Items such as materials sources, soils, drainage, water for construction, cost of land vs. development, contractor resources, available finances, and stage development. The report should say how these factors affected the decisions made by the Consultant in the design.

7. Explanation of drainage design criteria including explanation of drainage districts data INPUT and off-site drainage impact on design. Include drainage calculations and modeling.

8. Special considerations for local circumstances such as available material, equipment, contractors, and airport sponsored events.

9. Consultant's choice of options for the lighting design; similar explanation of choices made for the drainage, fencing, turfing and marking, including decisions regarding cover crop seeding.

10. Approach conditions which will result from proposed work and comparison with FAA criteria.

11. Analysis of potential RSA determination (if applicable).

12. Development of PCN for runway strengthening and rehabilitation projects.

13. Description of non-AIP work and quantity separation from AIP eligible items.

14. Identify work to be done by others such as utility companies and airports sponsor forces.

15. The Consultant's preliminary estimate of construction costs, fees and expenses shall be included.

16. A discussion of project safety concerns (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction) shall be included.

17. A discussion of project phasing / sequencing and estimate of construction calendar days shall be included.

ATTACHMENT F

Illinois Department of Transportation

Resident Engineer's Diary

Airport: _____ Date: _____

Contractor: _____ IL Project No.: _____ AIP Project _____

Temperature _____ Wind: _____ Weather Conditions: _____

Status: ☐ Active ☐ Suspended Jobsite Conditions: ☐ Workable ☐ Non-workable

Controlling Item: _____

Workforce

Consultant (# of people, hours): _____

Contractor (# of people, equipment, hours):

Daily Work

Pay items / General Location:

Instructions to Contractor / Unusual Events:

Verbal Approvals (official & item): _____

Additional Work (change order, etc.): _____

Official Visitors: _____

Materials Deliveries (material, quantity, quality) / Testing (test, location, corrective action):

Other:

Calendar Days: _____ Awarded
_____ Charged
_____ Remaining

DBE Onsite? (yes or no)
Own forces used? (yes or no)
Own equipment used? (yes or no)

Submitted _____ Firm: _____ Date: _____

ATTACHMENT G

COST PLUS FIXED PAYMENT INVOICE (Standard Format)

To: _____, Chief Engineer
Illinois Department of Transportation
Division of Aeronautics
Abraham Lincoln Capital Airport
1 Langhorne Bond Drive
Springfield, IL 62707-8415

From (Firm): _____
Address: _____
Telephone No.: _____
Invoice # _____ Date: _____
[ ] Partial [ ] Final

Attn: _____, Section Chief

Airport: _____ Municipality: _____, IL
Illinois Project No. _____ Federal Project No. _____
Notice to Proceed Date (OP&P Program Letter or Sponsor Authorization): _____
Per A/E Agreement/Amendment dated: _____

Services (Check only those services pertaining to invoice):

[ ] Preliminary Assessment and Schematic Design Phase
[ ] Design Phase
[ ] Construction Phase
[ ] Planning and Special Services
[ ] Other ( )
[ ] Amendment(s)

Service Dates: For Services Rendered From (date): _____ To (date): _____

Period		To Date	Billing
(1)	Direct Salaries	$_____	$_____
	Include all information per ATTACHMENT I (EFFORT DETAIL BREAKDOWN)		
(2)	Labor and General and Administrative Overhead (_____%)	$_____	$_____
(3)	Direct Non-Salary Expenses (OT Premium)	$_____	$_____
	Support documentation must accompany all payment requests of direct non-salary expenses.		
(4)	Profit – (Fixed Payment $_____ x _____% Complete)	$_____	$_____
(5)	SUBTOTAL (1) – (4)	$_____	$_____
(6)	Outside Services	$_____	$_____

TOTAL AMOUNT EARNED TO DATE: (5) + (6) $_____
Maximum Payable (per Engineering Agreement) $_____
Estimated total cost to complete project (for billings after 50%) $_____
Less Total Amount(s) Previously Invoiced $_____
PAYMENT DUE THIS INVOICE $_____

I certify that to the best of my knowledge, the percent of work shown as complete on this Invoice is correct.

By: _____ _____
Printed Name and Title

Department Approval
By: _____ _____
Printed Name and Title

NOTE: This format is for general information. The Consultant's format containing essential data may be acceptable.

ATTACHMENT H

LUMP SUM INVOICE (Standard Format)

To: _____, Chief Engineer
Illinois Department of Transportation
Division of Aeronautics
Abraham Lincoln Capital Airport
1 Langhorne Bond Drive
Springfield, IL 62707-8415

From (Firm):_____
Address:_____
Telephone No.:_____
Invoice # _____ Date:_____
[ ] Partial [ ] Final

Attn: _____, Section Chief

Airport: _____ Municipality: _____, IL
Illinois Project No. _____ Federal Project No. _____
Notice to Proceed Date (OP&P Program Letter or Sponsor Authorization): _____
Per A/E Agreement/Amendment dated: _____

Services (Check only those services pertaining to invoice):

[ ] Preliminary Assessment and Schematic Design Phase
[ ] Design Phase
[ ] Construction Phase
[ ] Planning and Special Services
[ ] Other ( )
[ ] Amendment(s)

Service Dates:
For Services Rendered From (date): _____ To (date): _____

(1) Lump Sum (LS) Fee (or Maximum Payable per Engineering Agreement) $_____

(2) Percent of Work Complete: _____%

(3) Fee Earned to Date: (LS $_____ x _____% Complete) $_____

(4) Less Total Amount(s) Previously Invoiced $_____

(5) PAYMENT DUE THIS INVOICE $_____

I certify that to the best of my knowledge, the percent of work shown as complete on this Invoice is correct.

By: _____ _____
Printed Name and Title

Department Approval

By: _____ _____
Printed Name and Title

NOTE: This format is for general information. The Consultant's format containing essential data may be acceptable.

ATTACHMENT I

EFFORT DETAIL BREAKDOWN (Standard Format)

Page ____ of ____ Pages

Airport: _____
Illinois Project No. _____
Federal Project No. _____

Invoice No. _____
Date: _____

ENGINEERING COSTS BREAKDOWN

Agreement Paragraph Governing Services	Service Performed	Date Performed	Employee's Name and Classification	Hours	Rate	Amount

Total _____

ENGINEERING FIRM

Name _____

Address _____

_____

_____

Prepared By _____

Date _____

NOTE:
This format is for general information; however the consultant's format containing the essential data may be acceptable.

ATTACHMENT J

TESTING SCHEDULE – *See Testing Proposal*

Testing Schedule - anticipated for the Preliminary Assessment and Schematic Design, Design and Construction phases of the project. See subconsultant work scope

Description	Approximate Number
ASTM D 421, Particle Size Analysis	
ASTM D 2217	
ASTM C 422	
ASTM D 698, Moisture-Density Relations of Soil	
ASTM D 1557	
ASTM D 427, Shrinkage Factors of Soil	
ASTM D 2434, Permeability of Granular Soils	
AASHTO T 194, Determination of Organic Materials in Soils by Wet Combustion	
ASTM D 1883, Bearing Ratio of Laboratory Compacted Soil	
AASHTO T 222, Modulus of Soil Reaction	
ASTM D 2487, Soil Classification “Unified System”	
ASTM D 2113, Soil Borings	
ASTM C 207, Hydrated Lime	
ASTM C 131, Abrasion	
ASTM C 88, Soundness	
ASTM D 946, Penetration	
ASTM D 3381, Viscosity	
ASTM D 1559, Marshall Method	
ASTM C 136, Gradation	
ASTM D 2172, Extraction and Gradation	
ASTM D 2726, Bulk Specific Gravity	
ASTM D 2041, Maximum Theoretical Specific Gravity	
ASTM D 2950, Nuclear Density	
ASTM C 117 Washed Aggregate Sample	
ASTM D 4318, Liquid Limit, Plastic Limit, Plasticity Index	
ASTM C 127, Absorption and Specific Gravity	
ASTM C 128	
ASTM C 566, Moisture Content	
ASTM C 31, PCC Test Cylinders	
ASTM C 141, Slump	
ASTM C 231, Air Content	
ASTM C 78, Flexural Strength	
ASTM C 138, Yield, Cement Content	
ASTM D 412, Rubber in Tension	
ASTM D 1664, Striping Test	

The testing form shall be adjusted to the specific project. The consultant shall not assume IDOT will provide any testing and inspections. Payment for these services shall be at the rates established in ATTACHMENT K. - TESTING RATES & COST SUMMARY.

ATTACHMENT K

TESTING RATES & COST SUMMARY – *See Testing Proposal*

DESCRIPTION OF TEST	ESTIMATED COST PER TEST	NUMBER REQUIRED	TOTAL $

TESTING SERVICE CORPORATION
Corporate Office

360 South Main Place, Carol Stream, IL 60188-2404
630.462.2600 • Fax 630.653.2988

DeKalb Office

650 North Peace Road, DeKalb, IL 60115-8401
815.748.2100 • Fax 815.748.2110

February 26, 2020

Mr. Doug Klonowski, P.E.
Crawford, Murphy & Tilly, Inc.
550 North Commons Drive, Suite 116
Aurora, Illinois 60504

RE: P.N. 64,613
Resurface Runway 2/20
DeKalb Taylor Municipal Airport
3232 Pleasant Street
DeKalb, Illinois

Dear Mr. Klonowski:

Testing Service Corporation (TSC) is pleased to submit this proposal to provide Geotechnical Engineering Services for the above captioned project. It responds to your Request for Proposal (RFP) dated and e-mailed to TSC on February 25, 2020. The objectives of the Geotechnical Study are to explore soil conditions and provide recommendations and information for use in connection with the planned improvements.

Proposed Project:

It is understood that Runway 2/20 at the DeKalb Taylor Municipal Airport (DTMA) will be resurfaced. It is understood that the existing runway pavement section consists of bituminous concrete and aggregate base course materials. The proposed resurfacing will consist of adding additional bituminous concrete if required, or possibly just milling off 3 inches and resurfacing.

Scope of Work:

Following is a summary of the proposed boring and pavement coring program, as noted in your RFP, for this project:

- As required, a total of four (4) soil borings (numbered B-1 thru B-4) will be performed upon the area of Runway 2/20. Also as requested, the borings will be drilled to a nominal maximum depth of 10 feet, each, below existing grade. Based on this scope, the total drilling footage will be a maximum of 40 lineal feet.
- A total of four (4) pavement cores of the runway will be taken, one at each boring location. The purpose of the pavement cores will be to determine the type, thickness and general condition of the pavement materials at the test locations.
- It may be necessary to perform some shallow probes adjacent to the runway to generate sufficient soils for our laboratory tests.

For purposes of this proposal, we have assumed that the site will generally be accessible to our equipment and vehicles. No provisions have been made for obstruction removal, snow removal or site clearing to access the boring locations. It is assumed that the DTMA will close Runway 2/20 while we perform our field work. Also, no cost provisions have been included in this proposal for damage to rutting of soil/landscaped areas caused by the normal movements of our equipment and vehicles about the site. Should costs associated with these items be required, such actions would need to be covered in a separate proposal.

It is further assumed that the borings can be made during standard/normal weekday business hours. Tentatively, this work has been scheduled for Thursday, March 5, 2020.

Utility clearance for the borings will be obtained by TSC by contacting JULIE (Joint Utility Locating Information for Excavators), as well as appropriate personnel with the DTMA and the Federal Aviation Administration (FAA). It is understood that the boring and core locations will be laid out by representatives of CMT prior to arranging the utility locate.

Soil samples of the subgrade at the test boring locations will be obtained by standard split-spoon methods (ASTM D 1586) with the use of a drill rig. The subgrade borings will be sampled at 2-½ foot intervals from the bottom of the pavement materials to the termination depth of 10 feet. Representative portions of samples will be sealed, packaged and transported to our laboratory. Groundwater observations will also be made during and following completion of drilling operations.

Laboratory Testing:

All boring samples will be examined by an experienced laboratory soils technician and/or engineer, to verify field descriptions and visually classify them in accordance with the Unified Soil Classification System. Laboratory testing will include moisture content determinations as well as hand penetrometer measurements of unconfined compressive strength, as appropriate. Representative subgrade samples will also be tested for Atterberg Limits and grain size analyses in accordance with the appropriate ASTM procedures. California Bearing Ratio (CBR) test(s) will also be performed, per ASTM D 1883, on a representative sample or samples obtained from the subgrade from the borings. For purposes of this proposal, we have assumed that one (1) subgrade soil sample will be taken for CBR testing. A Modified Proctor test on a subgrade sample will also be provided.

Report of Data Obtained:

Upon completion of sampling and testing, you will receive an engineering report summarizing field and laboratory test data, including computer generated boring logs and location plan. The report will address anticipated soil and groundwater conditions impacting the planned improvements, based upon the information obtained from the borings and cores. It will also provide recommendations to guide design and specification preparation pertaining to the use of on-site soils as fill, subgrade support rating (Resilient Modulus) and CBR, as well as treatment of any unsuitable or unstable subgrade for areas of removal/replacement/reconstruction.

Fees and Scope:

To provide the boring and coring services outlined above, TSC is proposing a budget amount of Six Thousand Three Hundred Fifty Dollars ($6,350.00). This budget amount is based on the understanding that the work can be performed during standard/normal weekday business hours. Our fee is further subject to this proposal being accepted by you on or before May 31, 2020.

Should the study reveal unexpected subsurface conditions requiring a change in scope, you will be contacted before we proceed with further work. Our invoice will be based on the unit rates given. Please note that our quoted fee does not include plan review, excavation, fill, earthwork, footing or foundation observations during construction phases of the project. The project budget should include provision for

these services. Consultation, preconstruction meetings or other professional services subsequent to delivery of TSC's report are additional services that will be covered by separate invoice.

TSC's geotechnical investigation will not include services required to evaluate the likelihood of the site being contaminated by hazardous materials or other pollutants. Should an environmental investigation be desired by you, please contact the undersigned for a separate proposal.

The Illinois Department of Labor (IDOL) has taken the position that Core Drilling/Soil Testing is a covered activity under the Illinois Prevailing Wage Act (IPWA). This project, along with all other transportation and infrastructure related projects is now under the guidelines of IPWA enforcement. The unit prices provided in the attached fee schedule are meant to comply with the IPWA, and therefore should be in agreement with the position taken by the IDOL.

Closure:

The geotechnical services being performed are subject to TSC's attached General Conditions. Unless stated otherwise, TSC fees include all state and federal taxes and permits that may be required; however, they do not include any license, permits or bond fees that local governments may impose. The local fees, if any, will be added to the invoice. Unless we receive written instructions to the contrary, invoices will be sent to:

Crawford, Murphy & Tilly, Inc.
Attn: Accounts Payable
2750 West Washington Street
Springfield, Illinois 62702-3497
Phone: 217.787.8050

If this proposal meets with your approval, please indicate your acceptance by signing one copy and returning it to our DeKalb, Illinois office. Your consideration of our proposal is appreciated. We look forward to being of service to you on this project.

Respectfully submitted,

TESTING SERVICE CORPORATION

Steven R. Koester, P.E.
Vice President

Enc. Cost Estimate
General Conditions
Project Data Sheet

Approved and accepted for CMT by:

Brian Welker -
(NAME)

Senior Vice President and COO
(TITLE)

March 2, 2020
(DATE)

COST ESTIMATE

Resurface Runway 2/20
DeKalb Taylor Municipal Airport
3232 Pleasant Street
DeKalb, Illinois
P.N. 64,613

	ITEM	UNITS	QTY	RATES	COST
STAKING AND UTILITY CLEARANCE SERVICES					
1.1	Two Person Crew	Hour	0.0	220.00	$ 0.00
1.2	Layout Crew Technician to Mark Test Locations in the Field, Reconnaissance an/or Arrange for Clearance of Underground Utilities (it is understood that CMT will mark the boring locations in the field prior to our field work)	Hour	1.0	110.00	$ 110.00
OBTAIN PERMITS (Assumes no permit charges will be required)					
2.1	Bond, Permit and Associated Charges	At Cost	0.0	0.00	$ 0.00
DRILLING, SAMPLING AND CORING - Prevailing Wage					
3.1	Drill Rig with 2-Man Drill Crew (Portal to Portal)	Lump Sum	1.0	3,300.00	$ 3,300.00
DRILL RIG WITH 2-MAN DRILL CREW - PREVAILING WAGE (Travel, Drilling, Sampling, Standby and/or Obstruction Time)					
4.1	Regular Time (Up to 8.0 hours per Day)	Hour	0.0	375.00	$ 0.00
4.2	Overtime (Over 8.0 hours per Day)	Hour	0.0	525.00	$ 0.00
4.3	Out of Town Living Expenses for 2-Person Drill Crew	Per Day	0.0	250.00	$ 0.00
PAVEMENT CORING EQUIPMENT Includes coring equipment with nominal 4-inch or 6-inch diameter barrel for retrieving pavement materials; drill rig will be used to power auger through base course/subbase materials.					
5.1	Bit Wear - per inch of asphalt pavement	Inch	60.0	5.50	$ 330.00
5.2	Bit Wear - per inch of PCC Pavement	Inch	0.0	5.50	$
5.3	Patch Holes with Cold Patch Asphalt or Non-Shrink Grout	Each	4.0	10.00	$ 40.00
5.4	Generator Use	Day	0.0	65.00	$ 0.00
5.5	Vehicle Mileage	Per Mile	0.0	0.60	$ 0.00
5.6	Engineer to measure and describe core samples in laboratory	Lump Sum	1.0	100.00	$ 100.00
TRAFFIC CONTROL					
6.1	Single Flagman or Third Flagman	Hour	0.0	112.50	$ 0.00
6.2	2-Man Flagging Crew, Regular Time (Traffic Control Firm - prices subject to change)	Hour	0.0	225.00	$ 0.00

	ITEM	UNITS	QTY	RATE	COST
6.3	2-Man Flagging Crew, Overtime (Traffic Control Firm - prices subject to change)	Hour	0.0	292.50	$ 0.00
6.4	Truck/Trailer Mounted Attenuator (TMA)	Hour	0.0	175.00	$ 0.00
6.5	TSC Pickup and Arrowboard/Signage/Cones	Day	0.0	140.00	$ 0.00
LABORATORY TESTING					
7.1	Examine Samples to Describe by Textural System and Classify Using the Unified Soil Classification System	Each	18.0	4.00	$ 72.00
7.2	Water Content Determination (Includes Pocket Penetrometer Reading on Cohesive Samples)	Each	16.0	7.00	$ 112.00
7.3	Unconfined Compressive Strength of Cohesive Soils (or Torvane Shear Strength Measurement)	Each	2.0	14.00	$ 28.00
7.4	Dry Unit Weight Determination	Each	2.0	7.00	$ 14.00
7.5	Sieve Analysis with #200 Wash	Each	0.0	90.00	$ 0.00
7.6	Sieve Analysis with Hydrometer	Each	2.0	130.00	$ 260.00
7.7	Atterberg Limit Determinations	Each	2.0	100.00	$ 200.00
7.8	Organic Content (L.O.I. & Wet Combustion)	Each	1.0	100.00	$ 100.00
7.9	pH Test	Each	0.0	30.00	$ 0.00
7.10	Shrinkage Factor of Soil, ASTM D427	Each	0.0	75.00	$ 0.00
7.11	Moisture/Density Relationship of Soils (Modified Proctor)	Each	1.0	205.00	$ 205.00
7.12	California Bearing Ratio (CBR) Test with Supporting Tests	Each	1.0	585.00	$ 585.00
PROJECT ADMINISTRATION, ENGINEERING, ANALYSIS AND REPORTING PERSONNEL					
8.1	Prepare Report with Boring Logs and Location Plan	Lump Sum	1.0	900.00	$ 900.00
8.2	Principal Geotechnical Engineer, P.E.	Hour	0.0	200.00	$ 0.00
8.3	Geotechnical Engineer, P.E.	Hour	0.0	160.00	$ 0.00
8.4	Secretary	Hour	0.0	55.00	$ 0.00
				ESTIMATED TOTAL:	$ 6,356.00
				RECOMMENDED BUDGET:	**$ 6,350.00**

TESTING SERVICE CORPORATION

GENERAL CONDITIONS

Geotechnical and Construction Services

1. PARTIES AND SCOPE OF WORK: If Client is ordering the services on behalf of another, Client represents and warrants that Client is the duly authorized agent of said party for the purpose of ordering and directing said services, and in such case the term "Client" shall also include the principal for whom the services are being performed. Prices quoted and charged by TSC for its services are predicated on the conditions and the allocations of risks and obligations expressed in these General Conditions. Unless otherwise stated in writing, Client assumes sole responsibility for determining whether the quantity and the nature of the services ordered by Client are adequate and sufficient for Client's intended purpose. Unless otherwise expressly assumed in writing, TSC's services are provided exclusively for client. TSC shall have no duty or obligation other than those duties and obligations expressly set forth in this Agreement. TSC shall have no duty to any third party. Client shall communicate these General Conditions to each and every party to whom the Client transmits any report prepared by TSC. Ordering services from TSC shall constitute acceptance of TSC's proposal and these General Conditions.

2. SCHEDULING OF SERVICES: The services set forth in this Agreement will be accomplished in a timely and workmanlike manner. If TSC is required to delay any part of its services to accommodate the requests or requirements of Client, regulatory agencies, or third parties, or due to any cause beyond its reasonable control, Client agrees to pay such additional charges, if any, as may be applicable.

3. ACCESS TO SITE: TSC shall take reasonable measures and precautions to minimize damage to the site and any improvements located thereon as a result of its services or the use of its equipment; however, TSC has not included in its fee the cost of restoration of damage which may occur. If Client desires or requires TSC to restore the site to its former condition, TSC will, upon written request, perform such additional work as is necessary to do so and Client agrees to pay to TSC the cost thereof plus TSC's normal markup for overhead and profit.

4. CLIENT'S DUTY TO NOTIFY ENGINEER: Client represents and warrants that Client has advised TSC of any known or suspected hazardous materials, utility lines and underground structures at any site at which TSC is to perform services under this Agreement. Unless otherwise agreed in writing, TSC's responsibility with respect to underground utility locations is to contact the Illinois Joint Utility Locating Information for Excavators for the location of public, but not private, utilities.

5. DISCOVERY OF POLLUTANTS: TSC's services shall not include investigation for hazardous materials as defined by the Resource Conservation Recovery Act, 42 U.S.C.§ 6901, et, seq., as amended ("RCRA") or by any state or Federal statute or regulation. In the event that hazardous materials are discovered and identified by TSC, TSC's sole duty shall be to notify Client.

6. MONITORING: If this Agreement includes testing construction materials or observing any aspect of construction of improvements, Client's construction personnel will verify that the pad is properly located and sized to meet Client's projected building loads. Client shall cause all tests and inspections of the site, materials and work to be timely and properly performed in accordance with the plans, specifications, contract documents, and TSC's recommendations. No claims for loss, damage or injury shall be brought against TSC unless all tests and inspections have been so performed and unless TSC's recommendations have been followed.

TSC's services shall not include determining or implementing the means, methods, techniques or procedures of work done by the contractor(s) being monitored or whose work is being tested. TSC's services shall not include the authority to accept or reject work or to in any manner supervise the work of any contractor. TSC's services or failure to perform same shall not in any way operate or excuse any contractor from the performance of its work in accordance with its contract. "Contractor" as used herein shall include subcontractors, suppliers, architects, engineers and construction managers.

Information obtained from borings, observations and analyses of sample materials shall be reported in formats considered appropriate by TSC unless directed otherwise by Client. Such information is considered evidence, but any inference or conclusion based thereon is, necessarily, an opinion also based on engineering judgment and shall not be construed as a representation of fact. Subsurface conditions may not be uniform throughout an entire site and ground water levels may fluctuate due to climatic and other variations. Construction materials may vary from the samples taken. Unless otherwise agreed in writing, the procedures employed by TSC are not designed to detect intentional concealment or misrepresentation of facts by others.

7. DOCUMENTS AND SAMPLES: Client is granted an exclusive license to use findings and reports prepared and issued by TSC and any sub-consultants pursuant to this Agreement for the purpose set forth in TSC's proposal provided that TSC has received payment in full for its services. TSC and, if applicable, its sub-consultant, retain all copyright and ownership interests in the reports, boring logs, maps, field data, field notes, laboratory test data and similar documents, and the ownership and freedom to use all data generated by it for any purpose. Unless otherwise agreed in writing, test specimens or samples will be disposed immediately upon completion of the test. All drilling samples or specimens will be disposed sixty (60) days after submission of TSC's report.

8. TERMINATION: TSC's obligation to provide services may be terminated by either party upon (7) seven days prior written notice. In the event of termination of TSC's services, TSC shall be compensated by Client for all services performed up to and including the termination date, including reimbursable expenses. The terms and conditions of these General Conditions shall survive the termination of TSC's obligation to provide services.

fifteen (15) days of payment from owner.

9. PAYMENT: Client shall be invoiced periodically for services performed. Client agrees to pay each invoice within ~~thirty (30) days of its receipt. Client further agrees to pay interest on all amounts invoiced and not paid or objected to in writing for valid cause within sixty (60) days at the rate of twelve (12%) per annum (or the maximum interest rate permitted by applicable law, whichever is the lower) until paid and TSC's costs of collection of such accounts, including court costs and reasonable attorney's fees.~~

10. WARRANTY: TSC's professional services will be performed, its findings obtained and its reports prepared in accordance with these General Conditions and with generally accepted principles and practices. In performing its professional services, TSC will use that degree of care and skill ordinarily exercised under similar circumstances by members of its profession. In performing physical work in pursuit of its professional services, TSC will use that degree of care and skill ordinarily used under similar circumstances. This warranty is in lieu of all other warranties or representations, either express or implied. Statements made in TSC reports are opinions based upon engineering judgment and are not to be construed as representations of fact.

~~Should TSC or any of its employees be found to have been negligent in performing professional services or to have made and breached any express or implied warranty, representation or contract, Client, all parties claiming through Client and all parties claiming to have in any way relied upon TSC's services or work agree that the maximum aggregate amount of damages for which TSC, its officers, employees and agents shall be liable is limited to $50,000 or the total amount of the fee paid to TSC for its services performed with respect to the project, whichever amount is greater.~~

~~In the event Client is unwilling or unable to limit the damages for which TSC may be liable in accordance with the provisions set forth in the preceding paragraph, upon written request of Client received within five days of Client's acceptance of TSC's proposal together with payment of an additional fee in the amount of 5% of TSC's estimated cost for its services (to be adjusted to 5% of the amount actually billed by TSC for its services on the project at time of completion), the limit on damages shall be increased to $500,000 or the amount of TSC's fee, whichever is the greater. This charge is not to be considered as being a charge for insurance of any type, but is intended consideration for the exposure to an award of greater damages.~~

11. INDEMNITY: Subject to the provisions set forth herein, TSC and Client hereby agree to indemnify and hold harmless each other and their respective shareholders, directors, officers, partners, employees, agents, subsidiaries and division (and each of their heirs, successors, and assigns) from any and all claims, demands, liabilities, suits, causes of action, judgments, costs and expenses, including reasonable attorneys' fees, arising, or allegedly arising, from personal injury, including death, property damage, including loss of use thereof, due in any manner to the negligence of either of them or their agents or employees or independent contractors. In the event both TSC and Client are found to be negligent or at fault, then any liability shall be apportioned between them pursuant to their pro rata share of negligence or fault. TSC and Client further agree that their liability to any third party shall, to the extent permitted by law, be several and not joint. ~~The liability of TSC under this provision shall not exceed the policy limits of insurance carried by TSC.~~ Neither TSC nor Client shall be bound under this indemnity agreement to liability determined in a proceeding in which it did not participate represented by its own independent counsel. The indemnities provided hereunder shall not terminate upon the termination or expiration of this Agreement, but may be modified to the extent of any waiver of subrogation agreed to by TSC and paid for by Client.

12. SUBPOENAS: TSC's employees shall not be retained as expert witnesses except by separate, written agreement. Client agrees to pay TSC pursuant to TSC's then current fee schedule for any TSC employee(s) subpoenaed by any party as an occurrence witness as a result of TSC's services.

13. OTHER AGREEMENTS: TSC shall not be bound by any provision or agreement (i) requiring or providing for arbitration of disputes or controversies arising out of this Agreement or its performance, (ii) wherein TSC waives any rights to a mechanics lien or surety bond claim; (iii) that conditions TSC's right to receive payment for its services upon payment to Client by any third party or (iv) that requires TSC to indemnify any party beyond its own negligence These General Conditions are notice, where required, that TSC shall file a lien whenever necessary to collect past due amounts. This Agreement contains the entire understanding between the parties. Unless expressly accepted by TSC in writing prior to delivery of TSC's services, Client shall not add any conditions or impose conditions which are in conflict with those contained herein, and no such additional or conflicting terms shall be binding upon TSC. The unenforceability or invalidity of any provision or provisions shall not render any other provision or provisions unenforceable or invalid. This Agreement shall be construed and enforced in accordance with the laws of the State of Illinois. In the event of a dispute arising out of or relating to the performance of this Agreement, the breach thereof or TSC's services, the parties agree to try in good faith to settle the dispute by mediation under the Construction Industry Mediation Rules of the American Arbitration Association as a condition precedent to filing any demand for arbitration, or any petition or complaint with any court. Paragraph headings are for convenience only and shall not be construed as limiting the meaning of the provisions contained in these General Conditions.

ATTACHMENT L (Optional)

SUMMARY OF PAYROLL BURDEN AND FIXED COSTS

	% of Direct Productive Payroll
Federal Insurance Contributions Act	
State Unemployment Compensation	
Federal Unemployment Compensation	
Workmen's Compensation Insurance	
Paid Holidays, Vacation, Sick Leave	
Bonus	
Pension	
Group Insurance	
TOTAL PAYROLL BURDEN & FRINGE COSTS	%

NOTE:
A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

ATTACHMENT M (Required)

SUMMARY OF OVERHEAD AND INDIRECT COSTS

CRAWFORD, MURPHY & TILLY, INC.
SUMMARY OF INDIRECT OVERHEAD COST
AUDITED CALENDAR YEAR 2018
AND PROVISIONAL 2018/2019

CMT ACCOUNT NUMBER	ACCOUNT NAME	% OF DIRECT LABOR COSTS	
	PAYROLL BURDEN AND FRINGE BENEFITS		
6151	FICA Tax	12.63%	
6102, 6103, 6170	Paid Time Off (Vacation, Holidays and Sick Leave)	18.51%	
6154, 6156, 6158	Group Medical, Life, Workers Comp, Disability and Unemployment Insurance	12.79%	
6159, 6160	Employee Retirement Plan Contributions	12.42%	56.35%
	GENERAL & ADMINISTRATIVE OVERHEAD EXPENSE		
6104-6119	Indirect Salaries - Not Allocable to Projects	59.17%	
6222, 6264	Miscellaneous Taxes	1.28%	
6231	Professional Fees	4.15%	
6251	Rent	10.66%	
6252	Utilities	0.87%	
6271	Telephone & Data	3.51%	
6253-6254	Maintenance, Repairs & Supplies	1.93%	
6261-6265	Office Supplies, Shipping & Reproduction	1.60%	
6281, 6284	Seminars, Registration & Education	2.55%	
6291,92,95,6321-23	Travel & Vehicle Expense	4.36%	
6331, 6332	Business Insurance	2.99%	
6351,52,61,62,69	Equipment Expense, Repairs & Maintenance	1.52%	
6366, 6367, 6368	Computer Expense & Supplies	9.59%	
6371,6372,6381,6382	Maps, Reference Books, Engineering & Survey Supplies	0.78%	
6401+COFC	Depreciation & Cost of Facilities Capital (0.57%)	5.91%	110.87%
	TOTAL OVERHEAD		167.22%

NOTE: A letter from IDOT with approval or provisional payroll burden / fringe and general / administrative expense rates must be attached (ATTACHMENT S) for verification of rates.

ATTACHMENT N

PROJECT CERTIFICATION

Airport: _____ Letting Date: _____
IL Project No.: _____
Federal Project No.: _____
Contract No: _____

Project Description: _____

_____

Pursuant to Federal Aviation Regulations, Part 152, as amended, and as a condition to receiving any Federal and/or State financial assistance through a Grant Offer from the FAA and/or the State of Illinois - Department of Transportation for the proposed airport development project, it is hereby represented, to the best of our knowledge, information, and belief that:

1. The Consultant has been selected to provide the necessary professional services for the project described herein and identified in the Professional Services Request For Qualifications (RFQ).
   Selection Date (Required):_____ Copy of Retainer attached (ATTACHMENT U).
2. Project is clearly delineated on the currently approved Airport Layout Plan.
   Approval Date (Required):_____.
3. Project is environmentally cleared. [ ] CatEx [ ] EA [ ] EIS [ ] FONSI
   Approval Date (Required):_____.
4. All Corps/EPA permits and other regulatory agency reviews/approvals/mitigation have been satisfied and there are no known encumbrances to the completion of the project.
   [ ] Yes [ ] No.
5. Plans were prepared in accordance with FAA approved standards and advisory circulars; and, the specifications were prepared in accordance with the FAA approved *Illinois Standard Specifications For Construction Of Airports*, along with the Division of Aeronautics' most current Policy Memorandums and "Handout" Specifications, except as noted by attached Modification of Standards (MOS) which has been addressed and justified in the engineering report and submitted to and approved by the FAA and Engineer of Design. [ ] Yes [ ] No.
   Approval Date of MOS (If applicable):_____.
6. The design conforms to the approved project scope. [ ] Yes [ ] No.
7. Provisions have been included for safety during construction (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction). [ ] Yes [ ] No.
8. The plans, special provisions and quantities have been thoroughly checked in accordance with best management practices by the Consultant for accuracy and consistency, and are in conformance with AC 150/5300-13 (latest edition). All contract deliverables referenced in Section I.F. DELIVERABLES have been submitted, received and determined acceptable.
   [ ] Yes [ ] No.

Date _____ By: _____
Design Engineer (Consultant)

Date _____ By: _____
Sponsor

Date _____ By: _____ P.E.
Department Design Engineer

Date _____ By: _____ P.E.
Engineer of Design

ATTACHMENT O

DBE FINAL DOCUMENTATION

Illinois Department of Transportation

Prime Consultant

Name _____
Address _____
_____
Telephone _____

DBE Subconsultant

Name _____
Address _____
_____
Telephone _____

Subject

Airport _____
Illinois Project No. _____
Federal Project No _____

Contract Amounts

Consultant Contract Amount _____
DBE Contract Amount _____
DBE Participation (%) _____

This documentation verifies the services provided and the amount paid to the DBE Subconsultant on the above captioned contract. The undersigned certifies that the services reported herein were executed by the DBE, that the DBE actually provided the services and that the services reported herein conform to the services reported in the approved Professional Services Agreement together with any amendments approved by the Sponsor and/or Division as applicable.

Description of Service Provided	Contract Amount	Amount Paid	Difference (+/-)
1.			
2.			
3.			
4.			
5.			
6.			
Totals			

DBE Contract amount has been met or exceeded [ ] Yes [ ] No *(check one).*

DBE Contract amount not met – Shortfall $_____ *(documentation explaining shortfall attached).*

Prime Consultant

_____
Print Name

_____
Title

_____
Signature

_____
Date

DBE Subconsultant

_____
Print Name

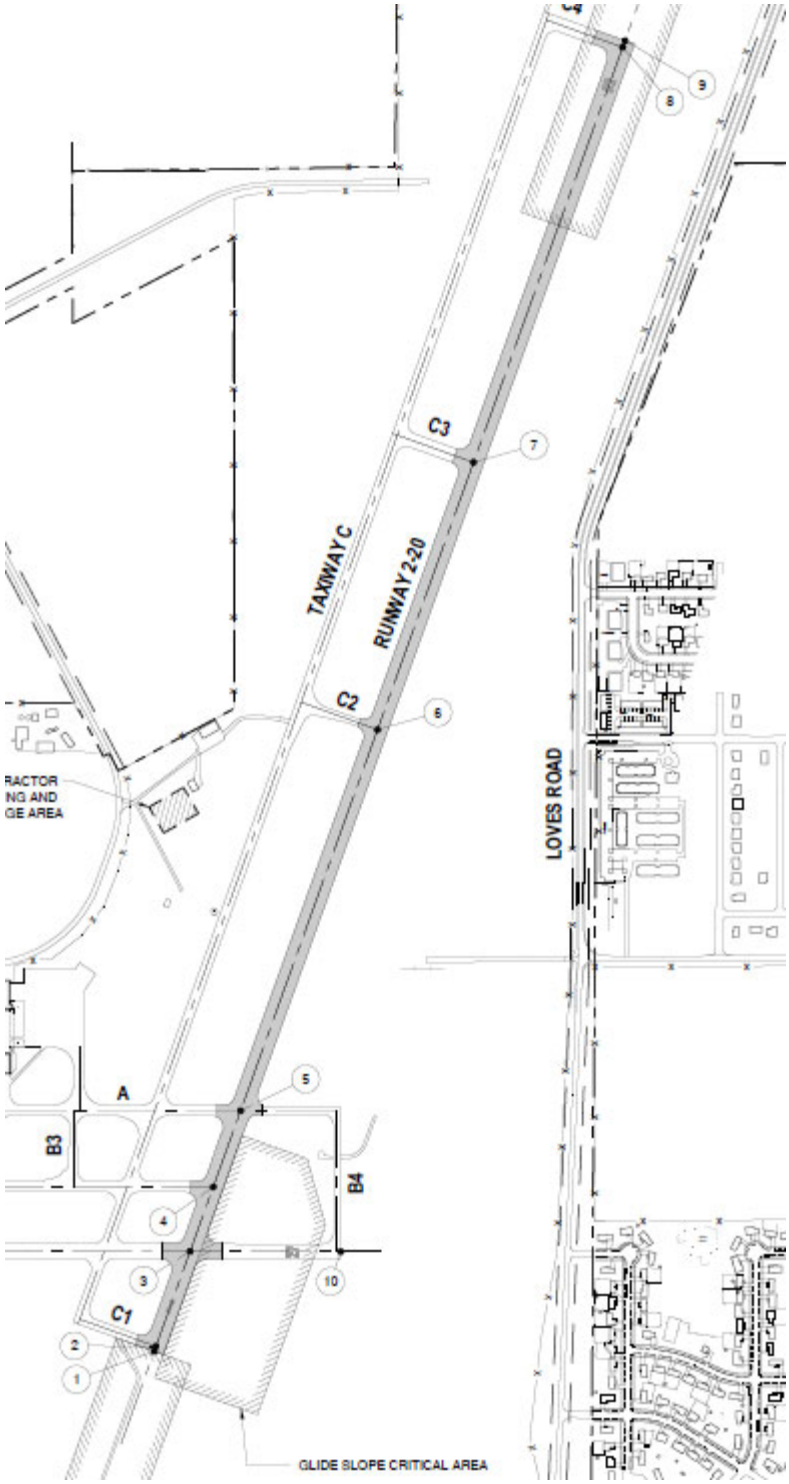
_____
Title

_____
Signature

_____
Date

ATTACHMENT P

PROJECT SKETCH



ATTACHMENT Q

PROJECT LETTING SCHEDULE

PRELIMINARY PROJECT SCHEDULE

The proposed anticipated project schedule is as follows. An updated project schedule will be established at the pre-design conference and included within the Engineering Report. The schedule is contingent upon reasonable response and reviews being provided the consultant prior to each subsequent delivery date.

Schedule Item	Anticipated Duration	Due Date
Pre-Design Meeting	-	February 4, 2020
Engineering Report (35%) (IDA granted extension)	5 Weeks	March 13, 2020
Agency/Owner Review of Des. Rpt 35% Comments	2 Weeks	March 27, 2020
Develop Preliminary Plans & Specifications (80%)	8 Weeks	May 8, 2020
Agency/Owner Review of 80% Plans Comments	2 Weeks	May 22, 2020
Develop Final Plans & Specifications (100%)	2 Weeks	June 5, 2020
Service Bulletin	3 Weeks	June 26, 2020
IDOT Letting	-	July 31, 2020
Award Date	-	September 25, 2020

It is agreed that delays in the consultant receiving agency comments and approvals beyond the review period presented will result in a revised, mutually agreeable schedule for subsequent submittals.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS
2020 LETTING SCHEDULE WITH ASSOCIATED DATES

22 week design timeline (154 calendar days)

CONSULTANT EFFORT LEVEL				Internal IDOT Deadlines					
START (0%)	35%	80%	100%						
PreDesign Meeting Target Date 30 weeks	Engineering Report to IDA for Comments 22 weeks	Sealed Plans and Specifications to IDA for Comments 12 weeks	Approved Final Plans and Specifications to IDA 8 weeks	Recommendation Memo 7 weeks	Transfer Bid Documents for Publication 6 weeks	Service Bulletin 5 weeks	IDOT Letting Date	Award 8 weeks	Start to Work 10 weeks
16-Nov-2018	11-Jan-2019	22-Mar-2019	19-Apr-2019	26-Apr-2019	03-May-2019	10-May-2019	**14-Jun-2019**	09-Aug-2019	23-Aug-2019
04-Jan-2019	01-Mar-2019	10-May-2019	07-Jun-2019	14-Jun-2019	21-Jun-2019	28-Jun-2019	**02-Aug-2019**	27-Sep-2019	11-Oct-2019
22-Feb-2019	19-Apr-2019	28-Jun-2019	26-Jul-2019	02-Aug-2019	09-Aug-2019	16-Aug-2019	**20-Sep-2019**	15-Nov-2019	01-May-2020
12-Apr-2019	07-Jun-2019	16-Aug-2019	13-Sep-2019	20-Sep-2019	27-Sep-2019	04-Oct-2019	**08-Nov-2019**	03-Jan-2020	01-May-2020
14-Jun-2019	09-Aug-2019	18-Oct-2019	15-Nov-2019	22-Nov-2019	29-Nov-2019	06-Dec-2019	**17-Jan-2020**	13-Mar-2020	01-May-2020
09-Aug-2019	04-Oct-2019	13-Dec-2019	10-Jan-2020	17-Jan-2020	24-Jan-2020	31-Jan-2020	**06-Mar-2020**	01-May-2020	15-May-2020
27-Sep-2019	22-Nov-2019	31-Jan-2020	28-Feb-2020	06-Mar-2020	13-Mar-2020	20-Mar-2020	**24-Apr-2020**	19-Jun-2020	03-Jul-2020
15-Nov-2019	10-Jan-2020	20-Mar-2020	17-Apr-2020	24-Apr-2020	01-May-2020	08-May-2020	**12-Jun-2020**	07-Aug-2020	21-Aug-2020
03-Jan-2020	28-Feb-2020	08-May-2020	05-Jun-2020	12-Jun-2020	19-Jun-2020	26-Jun-2020	**31-Jul-2020**	25-Sep-2020	09-Oct-2020
21-Feb-2020	17-Apr-2020	26-Jun-2020	24-Jul-2020	31-Jul-2020	07-Aug-2020	14-Aug-2020	**18-Sep-2020**	13-Nov-2020	01-May-2021

ATTACHMENT R

OP&P PROGRAM LETTER

Illinois Department of Transportation
Office of Planning and Programming
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 1, 2019

Mr. Tom Cleveland
Airport Manager
DeKalb Taylor Municipal Airport
3232 Pleasant Street
DeKalb, IL 60115

Mr. Cleveland,

The Illinois Department of Transportation's Airport Improvement Program provides funding for projects at airports throughout the state to ensure the continuation of safe and efficient operations at these facilities and maximize opportunities for economic development in Illinois.

The project detailed herein was selected for your airport based on project requests submitted to the Department during the Transportation Improvement Program (TIP) meetings. This program is based on Federal Aviation Administration (FAA) funding levels established in federal legislation which provide for a minimum of $1 million in entitlement funds for primary airports and a maximum of $150,000 entitlement funds for non-primary airports. Federal legislation calls for a maximum 90% federal participation. As such, the state and local match will be 5% each for all projects which are eligible for state funding. All other federal projects which are not eligible for state funds will require a minimum 10% local match.

Funding for the Illinois Airport Improvement Program is dependent upon receipt of Federal funds and legislative authorization of state appropriations. In addition, proposed development and land acquisition must be shown on an approved ALP, have cleared environmental processing, and the land already acquired or have a signed purchase agreement. For projects seeking Federal Discretionary Funds projects, these requirements must be completed, and evidence of completion provided to Aeronautics by October 1, 2019, before a project can be considered for funding.

The Department and the Airport Sponsor hereby specifically agree that they shall pay the above defined percentages of all project costs. In addition, the GRANTEE shall pay such additional project costs which exceed the sum of the GRANTOR's funds and the Federal funds, as are herein committed for this Project. **In the event your project exceeds these budget totals, the Sponsor may elect to pay any additional project costs which exceed the total sum of state and federal funds as planned and programmed to complete the project. If additional funds are deemed necessary post award, an amendment to the Agency Agreement with the Department must be developed and approved by the Department and the FAA before any additional funding may be allocated.**

In the event the Illinois General Assembly fails to appropriate funds, or sufficient funds are otherwise not made available for these projects, the Airport Sponsor will be required to pay the state and local costs as itemized below. This will include any amount which exceeds the totals listed.

Projects were selected based on the FAA's National Priority System as well as other state and local priorities. The Department has programmed the following project to be included in the FFY 2020 Proposed Airport Improvement Program for your airport:

The project **"Resurface Runway 2-20"** will be funded as follows:

Federal Non-Primary Airport Discretionary Funds	$3,750,000
Federal Non-Primary Entitlement Funds	$300,000
State Match	$225,000
Local Match	$225,000
Total Project Cost	$4,500,000

*** This project is seeking AIP Federal Discretionary Funds from the Federal Aviation Administration (FAA) and until such time the funds are received by the Department this project is not guaranteed.**

The Office of Intermodal Project Implementation (Aeronautics) letting schedule for construction projects must be strictly followed to ensure projects are advertised and brought to letting in an organized manner. The letting schedule allows for 30 weeks to develop a project from the date of the pre-design meeting to the letting.

To ensure eligibility of professional services for state and federal funding participation, you are required to satisfy the qualifications based selection process and enter into a retainer agreement, or professional services A/E agreement with the consultant of record selected for the project prior to any costs being incurred. This should take place prior to the project initiation/pre-design meeting. Aeronautics will facilitate this process, as well as the initial development and review of fees.

The project contained in this letter is officially programmed for development provided all state and federal requirements have been met. It is now the Airport Sponsor's responsibility to initiate the professional services phase of the project. Please contact Aeronautics, either directly or through your consultant, to schedule a project initiation meeting.

Please contact Mr. Alan Mlacnik, P.E. – Bureau Chief of Airport Engineering at 217.785.4884 to initiate this project. **Please initiate this project within 12 months of the date of this letter or this project will no longer be considered programmed. Projects are initiated by scheduling a predesign meeting for design/construction projects or a project initiation meeting for planning and environmental projects.**

ATTACHMENT S

CURRENT IDOT PROVISIONAL PAYROLL BURDEN / FRINGE EXPENSE AND GENERAL / ADMINISTRATIVE EXPENSE RATE LETTER

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 22, 2019

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Roger Driskell
CRAWFORD, MURPHY, & TILLY, INC.
2750 West Washington Street
Springfield, IL 62702

Dear Roger Driskell,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2018. Your firm's total annual transportation fee capacity will be $94,200,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 167.22% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2019. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Jack Elston, P.E.
Bureau Chief
Bureau of Design and Environment

ATTACHMENT T

CONSULTANT'S PRELIMINARY ESTIMATE OF PROBABLE CONSTRUCTION COSTS

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS

RESURFACE RUNWAY 2-20

ILLINOIS PROJECT NO.: DKB-4800
SBG PROJECT NO.: 3-17-SBGP-TBD

May 8, 2020

ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT PRICE	ESTIMATED TOTAL COST
AR125941	ADJUST STAKE MOUNTED LIGHT	EACH	85	$450.00	$ 38,250.00
AR125942	ADJUST BASE MOUNTED LIGHT	EACH	16	$1,000.00	$ 16,000.00
AR125946	ADJUST SPLICE CAN	EACH	10	$750.00	$ 7,500.00
AR125948	ADJUST PAPI	EACH	2	$20,000.00	$ 40,000.00
AR150510	ENGINEER'S FIELD OFFICE	LS	1	$24,000.00	$ 24,000.00
AR150520	MOBILIZATION	LS	1	$244,549.02	$ 244,549.02
AR152480	SHOULDER ADJUSTMENT	SY	33,460	$8.00	$ 267,680.00
AR156520	INLET PROTECTION	EACH	20	$250.00	$ 5,000.00
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	7,000	$6.75	$ 47,250.00
AR201663	SAND MIX CRACK REPAIR	LF	1,400	$25.00	$ 35,000.00
AR401610	BITUMINOUS SURFACE COURSE	TON	10,420	$100.00	$ 1,042,000.00
AR401620	BITUMINOUS SURFACE COURSE, LEVELING	TON	14,010	$100.00	$ 1,401,000.00
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	$25,000.00	$ 25,000.00
AR401640	BITUMINOUS PAVEMENT GROOVING	SY	63,294	$4.45	$ 281,658.30
AR401650	BITUMINOUS PAVEMENT MILLING	SY	78,065	$4.75	$ 370,808.75
AR401655	BUTT JOINT CONSTRUCTION	SY	4,110	$8.00	$ 32,880.00
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	50	$65.00	$ 3,250.00
AR603510	BITUMINOUS TACK COAT	GAL	26,340	$2.00	$ 52,680.00
AR620520	PAVEMENT MARKING - WATERBORNE	SF	95,920	$3.00	$ 287,760.00
AR705944	ADJUST UNDERDRAIN CLEANOUT	EACH	32	$750.00	$ 24,000.00
AR751943	ADJUST MANHOLE	EACH	1	$600.00	$ 600.00
AR901510	SEEDING	ACRE	7.0	$5,000.00	$ 35,000.00
AR908510	MULCHING	ACRE	7.0	$5,500.00	$ 38,500.00
				TOTAL ESTIMATED CONSTRUCTION COST =	**$ 4,320,366.07**

ATTACHMENT U

RETAINER AGREEMENT

Exhibit A – Scope of Services

Including Illinois Department of Transportation – Division of Aeronautics and Federal Aviation Administration Standard Conditions

WHEREAS, the Owner intends to sponsor the accomplishment of a development program in stages of the public air navigation facilities known as the **DeKalb Taylor Municipal Airport** located in Latitude 41°56'01.8" N, Longitude 88° 42'20.5" W, in **DeKalb** County, State of Illinois; and

WHEREAS, the development program shall include projects described as:

1. Preparation of necessary applications, environmental documentation, airspace request and other documentation for FAA and IDOT DOA grant funding for projects within the 5-year Transportation Improvement Proposal.
2. Land acquisition/land acquisition reimbursement, including various plat preparation, such as appraisal plats, easements, plats of survey, etc., clear zone obstructions surveys, technical advice, and environmental site assessments.
3. Replace Existing VASI units on Runway Ends 2, 20 and 27 with PAPI Units.
4. Technical Assistance including Environmental Evaluations, Engineering review and consultation for the Reimbursement Request for the Purchase of the Snow Removal Equipment (SRE) Building – Phase 1 and 2.
5. Crack Repair and Remark Runway 2/20 including Rehabilitation evaluation and design for Runway 2/20 including lead-in connecting Taxiways.
6. Removal and Replacement or Rehabilitation of existing Aircraft Parking Aprons.
7. Overlay, Rehabilitation and Restore crown and grade for Runway 2/20 including lead-in connecting Taxiways.
8. Remove and Replace Perimeter Security Fencing.
9. Rehabilitation of T-Hangar Taxiway pavements, Parking Lots, Roads and Aprons, Phases 1, 2 and 3.
10. Airport Utility Relocation Design and Development, Various Phases. Develop preliminary engineering and plans for the relocation of necessary utilities on the airport including the accommodation of future Airport Developments.
11. Enlarge Existing 1st Detention Basin and Construct 2nd Detention basin to accommodate future development including stormwater design, evaluation and engineering.
12. Preliminary Engineering, Site Engineering for future Hangar development and expansion.
13. Relocation of Pleasant Street including alignment, engineering and plan development to accommodate East Frontal Area development.
14. Expand large aircraft parking apron including engineering for the necessary construction of the apron and any connecting taxiways.

WHEREAS, the Department of Transportation, Division of Aeronautics, State of Illinois, is authorized Agent of the Owner under the proposed development program (it shall be hereinafter referred to as the "Division");

WHEREAS, the Engineer agrees to furnish an executed "Certification of Engineer" and certain professional engineering services enumerated hereinafter, in connection with the aforesaid development project.

I. ENGINEERING SERVICES

The Engineer agrees to furnish and perform the various professional engineering services required for the preparation of the above reference construction project as follows:

(A.) The Planning Phase

1. Upon request by the Owner, the Engineer agrees to attend meetings and provide any professional advice, guidance and assistance in planning for the projects included in

ILLINOIS DEPARTMENT OF TRANSPORTATION
CONTRACT SCHEDULE OF AWARDED PRICES

LETTING DATE 07/31/2020
LETTING ITEM NBR 001A
CONTRACT NBR DK061

COUNTY NAME/CODE	SECTION	PROJECT NUMBER	ROUTE(S)
DEKALB /037	DEKALB TAYLOR MUNICIPAL	317SBGPTBD-DKB /480/0	

PAY ITEM NBR	PAY ITEM DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT PRICE	TOTAL PAY ITEM AWARD PRICE
AR125941	ADJUST STAKE MOUNTED LIGHT	85.000	EACH	550.0000	46,750.00
AR125942	ADJUST BASE MOUNTED LIGHT	16.000	EACH	1,125.0000	18,000.00
AR125946	ADJUST SPLICE CAN	6.000	EACH	1,166.0000	6,996.00
AR150510	ENGINEER'S FIELD OFFICE	1.000	L.S.	7,000.0000	7,000.00
AR150520	MOBILIZATION	1.000	L.S.	340,000.0000	340,000.00
AR152480	SHOULDER ADJUSTMENT	33,460.000	S.Y.	1.8000	60,228.00
AR156520	INLET PROTECTION	12.000	EACH	175.0000	2,100.00
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	7,000.000	L.F.	1.5000	10,500.00
AR201663	SAND MIX CRACK REPAIR	1,400.000	L.F.	7.7500	10,850.00
AR401610	BITUMINOUS SURFACE COURSE	10,420.000	TON	56.5000	588,730.00
AR401620	BIT. SURFACE COURSE, LEVELING	14,010.000	TON	56.5000	791,565.00
AR401630	BITUMINOUS SURFACE TEST SECTION	1.000	EACH	6,500.0000	6,500.00
AR401640	BITUMINOUS PAVEMENT GROOVING	63,294.000	S.Y.	1.4000	88,611.60
AR401650	BITUMINOUS PAVEMENT MILLING	78,065.000	S.Y.	1.9000	148,323.50
AR401655	BUTT JOINT CONSTRUCTION	4,110.000	S.Y.	7.0000	28,770.00
AR401900	REMOVE BITUMINOUS PAVEMENT	50.000	S.Y.	20.0000	1,000.00
AR401915	REM & REP BIT PAVEMENT - TYPE A	500.000	S.Y.	45.0000	22,500.00
AR401916	REM & REP BIT PAVEMENT - TYPE B	100.000	S.Y.	70.0000	7,000.00
AR603510	BITUMINOUS TACK COAT	26,340.000	GAL.	1.8500	48,729.00
AR620520	PAVEMENT MARKING-WATERBORNE	91,720.000	S.F.	0.8900	81,630.80
AR705944	ADJUST UNDERDRAIN CLEANOUT	32.000	EACH	1,100.0000	35,200.00
AR751943	ADJUST MANHOLE	1.000	EACH	1,800.0000	1,800.00
AR901510	SEEDING	7.000	ACRE	1,680.0000	11,760.00

COUNTY NAME/CODE	SECTION	PROJECT NUMBER	ROUTE(S)
DEKALB /037	DEKALB TAYLOR MUNICIPAL	317SBGPTBD-DKB /480/0	

PAY ITEM NBR	PAY ITEM DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT PRICE	TOTAL PAY ITEM AWARD PRICE
AR908515	HEAVY-DUTY HYDRAULIC MULCH	7.000	ACRE	1,800.0000	12,600.00
				CONTRACT TOTAL AWARD	2,377,143.90

*** E N D O F R E P O R T ***

08/04/20 13:58:49 U N I T P R I C E D E V I A T I O N O F B I D S

LETTING DATE: 07 31 2020 LETTING TYPE: AERONAUTICS CONTRACT NUMBER: DK061 LETTING ITEM NUMBER: 001A

FEDERAL PROJECT: 3-17-SBGP-TBD

ILL PROJECT: DK-B -4800 AIRPORT: DEKALB TAYLOR MUNICIPAL COUNTY: DEKALB

SUMMARY OF CONTRACTOR BIDS

BIDR NBR	BIDDER NAME	CONTR GROUP	SUMMATION OF BIDDER EXTENSIONS	SUMMATION OF CALCULATED EXTENSIONS	SINGLE LOW BID	BIDR CALC EXTENSION DIFF	NBR BLANK BIDS
0958	William Charles Construction Company, LLC	NO ALT	2,529,431.58	2,529,431.58		0.00+	
	DEV % 42.35- 0.00+						
1305	Curran Contracting Company	NO ALT	2,377,143.90	2,377,143.90	*	0.00+	
	DEV % 45.82-						
	DEV $ 2,010,185.76-						
	DEV $ OVER 5% 0.00+						

FEDERAL PROJECT: 3-17-SBGP-TBD
ILL PROJECT: DK-B -4800 AIRPORT: DEKALB TAYLOR MUNICIPAL COUNTY: DEKALB

SUMMARY OF CONTRACTOR BIDS

NUMBER OF BIDDERS	AVG BID	DISTRICT EST	CENT BUR EST	AVG DEV %	AVG DEV $	DEV $ OVER 5%
2	2,453,287.74	4,387,329.66	4,387,329.66	44.08-	1,934,041.92-	0.00+

I CERTIFY THAT THE UNIT PRICES AS SHOWN ON THE TABULATION OF BIDS IS A TRUE AND CORRECT COPY OF THE UNIT PRICES RECEIVED FOR THIS PROJECT.

STEVE LONG
ENGINEER OF DESIGN - AERONAUTICS

CONTRACT STATUS : SELECTED

AWARD DATE :

PROJECTED COMPLETION DATE:

CONTRACT CALENDAR DAYS : 50

CONSTRUCTION TYPE CODE :

LETTING DATE: 07 31 2020 LETTING TYPE: AERONAUTICS CONTRACT NUMBER: DK061 LETTING ITEM NUMBER: 001A

FEDERAL PROJECT: 3-17-SBGP-TBD
ILL PROJECT: DK-B -4800 AIRPORT: DEKALB TAYLOR MUNICIPAL COUNTY: DEKALB

DETAIL CONTRACTOR BIDS

ITEM NBR / BIDR NBR	ITEM DESCRIPTION / BIDDER NAME	QUANTITY	UNIT OF MEASURE	UNIT PRICE		SUMMATION OF BIDDER EXTENSIONS	SUMMATION OF CALCULATED EXTENSIONS	BIDR CALC EXTENSION DIFF
AR125941	ADJUST STAKE MOUNTED LIGHT	85.000	EACH					
* 1305	Curran Contracting Company			550.0000	*	46,750.00	46,750.00	
0958	William Charles Construction Company, LLC			633.1600		53,818.60	53,818.60	
	CENTRAL BUREAU ESTIMATE			450.0000			38,250.00	
	AVERAGE BID			591.5800			50,284.30	
	AVERAGE DEVIATION $			141.5800+			12,034.30+	
	DESIGNATED BID DEVIATION $			100.0000+			8,500.00+	
AR125942	ADJUST BASE MOUNTED LIGHT	16.000	EACH					
* 1305	Curran Contracting Company			1,125.0000	*	18,000.00	18,000.00	
0958	William Charles Construction Company, LLC			768.6100		12,297.76	12,297.76	
	CENTRAL BUREAU ESTIMATE			1,000.0000			16,000.00	
	AVERAGE BID			946.8050			15,148.88	
	AVERAGE DEVIATION $			53.1950-			851.12-	
	DESIGNATED BID DEVIATION $			125.0000+			2,000.00+	
AR125946	ADJUST SPLICE CAN	6.000	EACH					
* 1305	Curran Contracting Company			1,166.0000	*	6,996.00	6,996.00	
0958	William Charles Construction Company, LLC			768.6100		4,611.66	4,611.66	
	CENTRAL BUREAU ESTIMATE			750.0000			4,500.00	
	AVERAGE BID			967.3050			5,803.83	
	AVERAGE DEVIATION $			217.3050+			1,303.83+	
	DESIGNATED BID DEVIATION $			416.0000+			2,496.00+	
AR150510	ENGINEER'S FIELD OFFICE	1.000	L.S.					
* 1305	Curran Contracting Company			7,000.0000	*	7,000.00	7,000.00	
0958	William Charles Construction Company, LLC			9,000.0000		9,000.00	9,000.00	
	CENTRAL BUREAU ESTIMATE			24,000.0000			24,000.00	
	AVERAGE BID			8,000.0000			8,000.00	
	AVERAGE DEVIATION $			16,000.0000-			16,000.00-	
	DESIGNATED BID DEVIATION $			17,000.0000-	????		17,000.00-	????
AR150520	MOBILIZATION	1.000	L.S.					
* 1305	Curran Contracting Company			340,000.0000	*	340,000.00	340,000.00	
0958	William Charles Construction Company, LLC			297,000.0000		297,000.00	297,000.00	

LETTING DATE: 07 31 2020 LETTING TYPE: AERONAUTICS CONTRACT NUMBER: DK061 LETTING ITEM NUMBER: 001A

FEDERAL PROJECT: 3-17-SBGP-TBD
ILL PROJECT: DK-B -4800 AIRPORT: DEKALB TAYLOR MUNICIPAL COUNTY: DEKALB

DETAIL CONTRACTOR BIDS

ITEM NBR / BIDR NBR	ITEM DESCRIPTION / BIDDER NAME	QUANTITY	UNIT OF MEASURE	UNIT PRICE		SUMMATION OF BIDDER EXTENSIONS	SUMMATION OF CALCULATED EXTENSIONS	BIDR CALC EXTENSION DIFF
	CENTRAL BUREAU ESTIMATE			248,197.9100			248,197.91	
	AVERAGE BID			318,500.0000			318,500.00	
	AVERAGE DEVIATION $			70,302.0900+			70,302.09+	
	DESIGNATED BID DEVIATION $			91,802.0900+	????		91,802.09+	????
AR152480	SHOULDER ADJUSTMENT	33,460.000	S.Y.					
* 1305	Curran Contracting Company			1.8000	*	60,228.00	60,228.00	
0958	William Charles Construction Company, LLC			1.4700		49,186.20	49,186.20	
	CENTRAL BUREAU ESTIMATE			8.2500			276,045.00	
	AVERAGE BID			1.6350			54,707.10	
	AVERAGE DEVIATION $			6.6150-			221,337.90-	
	DESIGNATED BID DEVIATION $			6.4500-	????		215,817.00-	????
AR156520	INLET PROTECTION	12.000	EACH					
* 1305	Curran Contracting Company			175.0000	*	2,100.00	2,100.00	
0958	William Charles Construction Company, LLC			252.5400		3,030.48	3,030.48	
	CENTRAL BUREAU ESTIMATE			250.0000			3,000.00	
	AVERAGE BID			213.7700			2,565.24	
	AVERAGE DEVIATION $			36.2300-			434.76-	
	DESIGNATED BID DEVIATION $			75.0000-			900.00-	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	7,000.000	L.F.					
* 1305	Curran Contracting Company			1.5000	*	10,500.00	10,500.00	
0958	William Charles Construction Company, LLC			1.5200		10,640.00	10,640.00	
	CENTRAL BUREAU ESTIMATE			4.0000			28,000.00	
	AVERAGE BID			1.5100			10,570.00	
	AVERAGE DEVIATION $			2.4900-			17,430.00-	
	DESIGNATED BID DEVIATION $			2.5000-	????		17,500.00-	????
AR201663	SAND MIX CRACK REPAIR	1,400.000	L.F.					
* 1305	Curran Contracting Company			7.7500	*	10,850.00	10,850.00	
0958	William Charles Construction Company, LLC			6.6100		9,254.00	9,254.00	
	CENTRAL BUREAU ESTIMATE			25.0000			35,000.00	
	AVERAGE BID			7.1800			10,052.00	
	AVERAGE DEVIATION $			17.8200-			24,948.00-	

FEDERAL PROJECT: 3-17-SBGP-TBD
ILL PROJECT: DK-B -4800 AIRPORT: DEKALB TAYLOR MUNICIPAL COUNTY: DEKALB

DETAIL CONTRACTOR BIDS

ITEM NBR / BIDR NBR	ITEM DESCRIPTION / BIDDER NAME	QUANTITY	UNIT OF MEASURE	UNIT PRICE		SUMMATION OF BIDDER EXTENSIONS	SUMMATION OF CALCULATED EXTENSIONS	BIDR CALC EXTENSION DIFF
	DESIGNATED BID DEVIATION $			17.2500-	????		24,150.00-	????
AR401610	BITUMINOUS SURFACE COURSE	10,420.000	TON					
* 1305	Curran Contracting Company			56.5000	*	588,730.00	588,730.00	
0958	William Charles Construction Company, LLC			62.5000		651,250.00	651,250.00	
	CENTRAL BUREAU ESTIMATE			100.0000			1,042,000.00	
	AVERAGE BID			59.5000			619,990.00	
	AVERAGE DEVIATION $			40.5000-			422,010.00-	
	DESIGNATED BID DEVIATION $			43.5000-	????		453,270.00-	????
AR401620	BIT. SURFACE COURSE, LEVELING	14,010.000	TON					
* 1305	Curran Contracting Company			56.5000	*	791,565.00	791,565.00	
0958	William Charles Construction Company, LLC			62.2000		871,422.00	871,422.00	
	CENTRAL BUREAU ESTIMATE			100.0000			1,401,000.00	
	AVERAGE BID			59.3500			831,493.50	
	AVERAGE DEVIATION $			40.6500-			569,506.50-	
	DESIGNATED BID DEVIATION $			43.5000-	????		609,435.00-	????
AR401630	BITUMINOUS SURFACE TEST SECTION	1.000	EACH					
* 1305	Curran Contracting Company			6,500.0000	*	6,500.00	6,500.00	
0958	William Charles Construction Company, LLC			11,600.0000		11,600.00	11,600.00	
	CENTRAL BUREAU ESTIMATE			25,000.0000			25,000.00	
	AVERAGE BID			9,050.0000			9,050.00	
	AVERAGE DEVIATION $			15,950.0000-			15,950.00-	
	DESIGNATED BID DEVIATION $			18,500.0000-	????		18,500.00-	????
AR401640	BITUMINOUS PAVEMENT GROOVING	63,294.000	S.Y.					
* 1305	Curran Contracting Company			1.4000	*	88,611.60	88,611.60	
0958	William Charles Construction Company, LLC			1.9400		122,790.36	122,790.36	
	CENTRAL BUREAU ESTIMATE			4.5000			284,823.00	
	AVERAGE BID			1.6700			105,700.98	
	AVERAGE DEVIATION $			2.8300-			179,122.02-	
	DESIGNATED BID DEVIATION $			3.1000-	????		196,211.40-	????
AR401650	BITUMINOUS PAVEMENT MILLING	78,065.000	S.Y.					
* 1305	Curran Contracting Company			1.9000	*	148,323.50	148,323.50	
0958	William Charles Construction Company, LLC			3.2000		249,808.00	249,808.00	

FEDERAL PROJECT: 3-17-SBGP-TBD
ILL PROJECT: DK-B -4800 AIRPORT: DEKALB TAYLOR MUNICIPAL COUNTY: DEKALB

DETAIL CONTRACTOR BIDS

ITEM NBR / BIDR NBR	ITEM DESCRIPTION / BIDDER NAME	QUANTITY	UNIT OF MEASURE	UNIT PRICE		SUMMATION OF BIDDER EXTENSIONS	SUMMATION OF CALCULATED EXTENSIONS	BIDR CALC EXTENSION DIFF
	CENTRAL BUREAU ESTIMATE			4.7500			370,808.75	
	AVERAGE BID			2.5500			199,065.75	
	AVERAGE DEVIATION $			2.2000-			171,743.00-	
	DESIGNATED BID DEVIATION $			2.8500-	????		222,485.25-	????
AR401655	BUTT JOINT CONSTRUCTION	4,110.000	S.Y.					
* 1305	Curran Contracting Company			7.0000	*	28,770.00	28,770.00	
0958	William Charles Construction Company, LLC			5.0300		20,673.30	20,673.30	
	CENTRAL BUREAU ESTIMATE			8.0000			32,880.00	
	AVERAGE BID			6.0150			24,721.65	
	AVERAGE DEVIATION $			1.9850-			8,158.35-	
	DESIGNATED BID DEVIATION $			1.0000-			4,110.00-	
AR401900	REMOVE BITUMINOUS PAVEMENT	50.000	S.Y.					
* 1305	Curran Contracting Company			20.0000	*	1,000.00	1,000.00	
0958	William Charles Construction Company, LLC			30.3000		1,515.00	1,515.00	
	CENTRAL BUREAU ESTIMATE			75.0000			3,750.00	
	AVERAGE BID			25.1500			1,257.50	
	AVERAGE DEVIATION $			49.8500-			2,492.50-	
	DESIGNATED BID DEVIATION $			55.0000-			2,750.00-	
AR401915	REM & REP BIT PAVEMENT - TYPE A	500.000	S.Y.					
* 1305	Curran Contracting Company			45.0000	*	22,500.00	22,500.00	
0958	William Charles Construction Company, LLC			35.3900		17,695.00	17,695.00	
	CENTRAL BUREAU ESTIMATE			135.0000			67,500.00	
	AVERAGE BID			40.1950			20,097.50	
	AVERAGE DEVIATION $			94.8050-			47,402.50-	
	DESIGNATED BID DEVIATION $			90.0000-	????		45,000.00-	????
AR401916	REM & REP BIT PAVEMENT - TYPE B	100.000	S.Y.					
* 1305	Curran Contracting Company			70.0000	*	7,000.00	7,000.00	
0958	William Charles Construction Company, LLC			132.6400		13,264.00	13,264.00	
	CENTRAL BUREAU ESTIMATE			155.0000			15,500.00	
	AVERAGE BID			101.3200			10,132.00	
	AVERAGE DEVIATION $			53.6800-			5,368.00-	

LETTING DATE: 07 31 2020 LETTING TYPE: AERONAUTICS CONTRACT NUMBER: DK061 LETTING ITEM NUMBER: 001A

FEDERAL PROJECT: 3-17-SBGP-TBD
ILL PROJECT: DK-B -4800 AIRPORT: DEKALB TAYLOR MUNICIPAL COUNTY: DEKALB

DETAIL CONTRACTOR BIDS

ITEM NBR / BIDR NBR	ITEM DESCRIPTION / BIDDER NAME	QUANTITY	UNIT OF MEASURE	UNIT PRICE		SUMMATION OF BIDDER EXTENSIONS	SUMMATION OF CALCULATED EXTENSIONS	BIDR CALC EXTENSION DIFF
	DESIGNATED BID DEVIATION $			85.0000-	????		8,500.00-	????
AR603510	BITUMINOUS TACK COAT	26,340.000	GAL.					
* 1305	Curran Contracting Company			1.8500	*	48,729.00	48,729.00	
0958	William Charles Construction Company, LLC			0.0100		263.40	263.40	
	CENTRAL BUREAU ESTIMATE			2.0000			52,680.00	
	AVERAGE BID			0.9300			24,496.20	
	AVERAGE DEVIATION $			1.0700-			28,183.80-	
	DESIGNATED BID DEVIATION $			0.1500-			3,951.00-	
AR620520	PAVEMENT MARKING-WATERBORNE	91,720.000	S.F.					
* 1305	Curran Contracting Company			0.8900	*	81,630.80	81,630.80	
0958	William Charles Construction Company, LLC			0.8100		74,293.20	74,293.20	
	CENTRAL BUREAU ESTIMATE			3.5000			321,020.00	
	AVERAGE BID			0.8500			77,962.00	
	AVERAGE DEVIATION $			2.6500-			243,058.00-	
	DESIGNATED BID DEVIATION $			2.6100-	????		239,389.20-	????
AR705944	ADJUST UNDERDRAIN CLEANOUT	32.000	EACH					
* 1305	Curran Contracting Company			1,100.0000	*	35,200.00	35,200.00	
0958	William Charles Construction Company, LLC			633.3100		20,265.92	20,265.92	
	CENTRAL BUREAU ESTIMATE			725.0000			23,200.00	
	AVERAGE BID			866.6550			27,732.96	
	AVERAGE DEVIATION $			141.6550+			4,532.96+	
	DESIGNATED BID DEVIATION $			375.0000+	????		12,000.00+	????
AR751943	ADJUST MANHOLE	1.000	EACH					
* 1305	Curran Contracting Company			1,800.0000	*	1,800.00	1,800.00	
0958	William Charles Construction Company, LLC			1,180.3900		1,180.39	1,180.39	
	CENTRAL BUREAU ESTIMATE			675.0000			675.00	
	AVERAGE BID			1,490.1950			1,490.20	
	AVERAGE DEVIATION $			815.1950+			815.20+	
	DESIGNATED BID DEVIATION $			1,125.0000+			1,125.00+	
AR901510	SEEDING	7.000	ACRE					
* 1305	Curran Contracting Company			1,680.0000	*	11,760.00	11,760.00	
0958	William Charles Construction Company, LLC			1,692.0300		11,844.21	11,844.21	

LETTING DATE: 07 31 2020 LETTING TYPE: AERONAUTICS CONTRACT NUMBER: DK061 LETTING ITEM NUMBER: 001A

FEDERAL PROJECT: 3-17-SBGP-TBD
ILL PROJECT: DK-B -4800 AIRPORT: DEKALB TAYLOR MUNICIPAL COUNTY: DEKALB

DETAIL CONTRACTOR BIDS

ITEM NBR / BIDR NBR	ITEM DESCRIPTION / BIDDER NAME	QUANTITY	UNIT OF MEASURE	UNIT PRICE		SUMMATION OF BIDDER EXTENSIONS	SUMMATION OF CALCULATED EXTENSIONS	BIDR CALC EXTENSION DIFF
	CENTRAL BUREAU ESTIMATE			5,000.0000			35,000.00	
	AVERAGE BID			1,686.0150			11,802.11	
	AVERAGE DEVIATION $			3,313.9850-			23,197.89-	
	DESIGNATED BID DEVIATION $			3,320.0000-	????		23,240.00-	????
AR908515	HEAVY-DUTY HYDRAULIC MULCH	7.000	ACRE					
* 1305	Curran Contracting Company			1,800.0000	*	12,600.00	12,600.00	
0958	William Charles Construction Company, LLC			1,818.3000		12,728.10	12,728.10	
	CENTRAL BUREAU ESTIMATE			5,500.0000			38,500.00	
	AVERAGE BID			1,809.1500			12,664.05	
	AVERAGE DEVIATION $			3,690.8500-			25,835.95-	
	DESIGNATED BID DEVIATION $			3,700.0000-	????		25,900.00-	????

*** E N D O F R E P O R T ***

Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, IL 60018

September 21, 2020

TO:
DeKalb Taylor Municipal Airport
Attn: Renee Riana - Airport Mngr
3232 Pleasant Street
DeKalb, IL 60115-8469
Renee.Riani@CITYOFDEKALB.com

CC:
Crawford, Murphy & Tilly, Inc.
Attn: Matt Demos
550 North Commons Drive, Suite 116
Aurora, IL 60504-8172
mdemos@cmtengr.com

RE: *(See attached Table 1 for referenced case(s))*
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2020-AGL-9780-NRA	2020-AGL-9777-NRA	DE KALB,IL	41-56-44.33N	88-41-50.23W	25	923
2020-AGL-9782-NRA	2020-AGL-9780-NRA	DE KALB,IL	41-56-45.95N	88-41-56.34W	25	922
2020-AGL-9789-NRA	2020-AGL-9787-NRA	DE KALB,IL	41-55-40.06N	88-42-27.61W	25	935
2020-AGL-9792-NRA	2020-AGL-9789-NRA	DE KALB,IL	41-55-38.43N	88-42-21.47W	25	935

If FDC NOTAMS ARE REQUIRED, the following Airport Operations Contact(s) (AOC) are approved to handle FDC NOTAM coordination.
The AOC must create and/or log into their OE/AAA account and select “Search Archives”. The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see FAA determination letter for ASN). The NOTAM can be extended or cancelled through the AOC’s account. If the AOC is having difficulty using the tool, please contact the OE/AAA support desk at 202-580-7500 or refer to the online instructions.

Name	Email	Phone
Renee Riana - Airport Mngr	Renee.Riani@CITYOFDEKALB.com	(815) 748-8102

Description: This is a construction safety plan resurface Rwy 2/20. Critical Point #1 - Temp Construction Equip

We do not object to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

For current Advisory Circulars go to www.oeaaa.faa.gov

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace

structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

If you have any questions concerning this determination contact Robert Hahn (217) 524-1580 Robert.Hahn@illinois.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AGL-9780-NRA.

Robert Hahn
SBG
Signature Control No: 446935462-451567716

Illinois Department of Transportation
Office of Intermodal Project Implementation / Division of Aeronautics
1 Langhorne Bond Drive / Springfield, Illinois 62707-8415

September 22, 2020

Ms. Renee Riani
Airport Manager
DeKalb Taylor Municipal Airport
3232 Pleasant Street
DeKalb, IL 60115-8469

Re: Item 01A – July 31, 2020 Letting
DeKalb Taylor Municipal Airport
Illinois Project Number DKB-4800
SBG Project Number 3-17-SBGP-156/162/TBD
Contract Number DK061

Dear Ms. Riani:

Enclosed for your information is one copy of the Contract Schedule of Unit Prices for the referenced project. We recommend and request your concurrence in awarding the contract to the low bidder, Curran Contracting Company, in the amount of $2,377,143.90.

Please sign and return this letter indicating your concurrence and authorization in awarding this project within 30 days.

This request is made subject to the contractor's compliance with all DBE, bonding, and other post-letting administrative requirements.

If you have any questions concerning this matter, please contact me at (217) 785-4884.

Sincerely,

Alan M. Mlacnik

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

Award Concurrence/Authorization

_____
(Sponsor Signature and Title)

Enclosure (1)
jks for ADM

cc: Matthew N. Demos, P.E., Crawford, Murphy & Tilly, Inc.
Doug Klonowski, P.E., Crawford, Murphy & Tilly, Inc.

Illinois Department of Transportation
Office of Intermodal Project Implementation / Division of Aeronautics
1 Langhorne Bond Drive / Springfield, Illinois 62707-8415

September 24, 2020

Curran Contracting Company
286 Memorial Court
Crystal Lake, IL 60014

Re: Item 01A – July 31, 2020 Letting
DeKalb Taylor Municipal Airport
Illinois Project Number DKB-4800
SBG Project Number 3-17-SBGP-156/162/TBD
Contract Number DK061

Dear Contractor:

This office received bids on July 31, 2020 for the above referenced project. Your firm was accepted as the apparent low bidder.

It is our intent to award the contract subject to the review and acceptance of the bid for responsiveness, the release of state project funds, and other post-letting administrative requirements.

If you have any questions concerning this matter, please feel free to contact me at (217) 785-4884.

Sincerely,

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

jks for ADM

cc: Matthew N. Demos, P.E., Crawford, Murphy & Tilly, Inc.
Doug Klonowski, P.E., Crawford, Murphy & Tilly, Inc.
Renee Riani, DeKalb Taylor Municipal Airport