

June 2026

Gerald R. Ford International Airport Taxiway B Lighting Rehabilitation

Project Manual



(This page intentionally left blank)



Gerald R. Ford International Airport Taxiway B Lighting Rehabilitation

Project Manual

June 2026
Issued for Bid

Grand Rapids, MI
RS&H No.: 1010-5865-004

Prepared by RS&H Michigan, Inc. at the
direction of Gerald R. Ford International
Airport Authority (GFIAA)

(This page intentionally left blank)

TABLE OF CONTENTS

GFIAA REQUEST FOR BIDS (RFB) – Separate Document

PROPOSAL FORMS – Included in RFB

GENERAL PROVISIONS

SECTION 10 DEFINITION OF TERMS.....	GP-1
SECTION 20 PROPOSAL REQUIREMENTS AND CONDITIONS.....	GP-7
SECTION 30 AWARD AND EXECUTION OF CONTRACT.....	GP-11
SECTION 40 SCOPE OF WORK.....	GP-13
SECTION 50 CONTROL OF WORK.....	GP-16
SECTION 60 CONTROL OF MATERIALS.....	GP-21
SECTION 70 LEGAL REGULATIONS AND RESPONSIBILITY TO PUBLIC.....	GP-24
SECTION 80 EXECUTION AND PROGRESS.....	GP-30
SECTION 90 MEASUREMENT AND PAYMENT.....	GP-36

SPECIAL PROVISIONS

SECTION 1 – PROJECT INFORMATION.....	SP-1 – 7
SECTION 2 – MISCELLANEOUS.....	SP-8 – 12
SECTION 3 - LISTING OF DUTIES, RESPONSIBILITIES AND LIMITATIONS OF RPR.....	SP-13 – 16
SECTION 4 – CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).....	SP-17

MANDATORY CONTRACT PROVISIONS

REQUIRED FEDERAL CONTRACT PROVISIONS

1. ACCESS TO RECORDS AND REPORTS.....	MCP-1
2. BREACH OF CONTRACT TERMS.....	MCP-2
3. BUY AMERICAN PREFERENCE.....	MCP-3 – 5
4. CIVIL RIGHTS – GENERAL.....	MCP-6
5. CIVIL RIGHTS – TITLE VI ASSURANCE.....	MCP-7 – 9
6. CLEAN AIR AND WATER POLLUTION CONTROL.....	MCP-10
7. CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS.....	MCP-11 – 12
8. COPELAND “ANTI-KICKBACK” ACT.....	MCP-13
9. DAVIS-BACON REQUIREMENTS.....	MCP-14 – 19

(This page intentionally left blank)

10. DEBARMENT AND SUSPENSION	MCP-20
11. DISADVANTAGED BUSINESS ENTERPRISE	MCP-21 – 22
12. DISTRACTED DRIVING.....	MCP-23
13. PROHIBITION ON CERTAIN TELECOM AND SURVEILLANCE EQUIPMENT.....	MCP-24
14. FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE).....	MCP-25
15. LOBBYING AND INFLUENCING FEDERAL EMPLOYEES.....	MCP-26
16. OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970.....	MCP-27
17. PROCUREMENT OF RECOVERED MATERIALS.....	MCP-28
18. TAX DELINQUENCY AND FELONY CONVICTIONS.....	MCP-29
19. TERMINATION OF CONTRACT	MCP-30
20. TRADE RESTRICTION CERTIFICATION.....	MCP-31 – 32
21. VETERAN’S PREFERENCE.....	MCP-33
22. DOMESTIC PREFERENCES FOR PROCUREMENTS	MCP-34
23. PROHIBITION OF COVERED UNMANNED AIRCRAFT SYSTEMS (UAS).....	MCP-35

ADDITIONAL MANDATORY CONTRACT PROVISIONS

EXCERPTS FROM USDOT REGULATION 49 CFR, PART 26

NOTICE TO BIDDERS - CERTIFIED PAYROLLS

SPECIAL PROVISION FOR TAXES

SPECIAL NOTICE FOR W-9 SUBMITTAL

SPECIAL PROVISION FOR INDUSTRIAL BY-PRODUCTS AND BENEFICIAL RE-USE

PROHIBITION OF NON-DISCRIMINATION IN STATE CONTRACTS (APPENDIX A)

WAGE RATES

MI20260001

TECHNICAL SPECIFICATIONS

C-100 – CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)

C-105 – MOBILIZATION

G-102 – SAFETY AND SECURITY

L-105 – MODIFICATION, REMOVAL AND DEMOLITION OF AIRFIELD LIGHTING SYSTEMS

L-108 – UNDERGROUND POWER CABLE FOR AIRPORTS

L-109 – AIRPORT TRANSFORMER VAULT AND VAULT EQUIPMENT

L-110 – AIRPORT UNDERGROUND ELECTRICAL DUCT BANKS AND CONDUITS

L-125 – INSTALLATION OF AIRPORT LIGHTING SYSTEMS

L-126 – MAINTENANCE OF AIRPORT LIGHTING SYSTEM

(This page intentionally left blank)

GENERAL PROVISIONS

(This page intentionally left blank)

Section 10 Definition of Terms

When the following terms are used in these specifications, in the contract, or in any documents or other instruments pertaining to construction where these specifications govern, the intent and meaning shall be defined as follows:

Paragraph Number	Term	Definition
10-01	AASHTO	The American Association of State Highway and Transportation Officials.
10-02	Access Road	The right-of-way, the roadway and all improvements constructed thereon connecting the airport to a public roadway.
10-03	Advertisement	A public announcement, as required by local law, inviting bids for work to be performed and materials to be furnished.
10-04	Airport	Airport means an area of land or water which is used or intended to be used for the landing and takeoff of aircraft; an appurtenant area used or intended to be used for airport buildings or other airport facilities or rights of way; airport buildings and facilities located in any of these areas, and a heliport.
10-05	Airport Improvement Program (AIP)	A grant-in-aid program, administered by the Federal Aviation Administration (FAA).
10-06	Air Operations Area (AOA)	The term air operations area (AOA) shall mean any area of the airport used or intended to be used for the landing, takeoff, or surface maneuvering of aircraft. An air operation area shall include such paved or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runway, taxiway, or apron.
10-07	Apron	Area where aircraft are parked, unloaded or loaded, fueled and/or serviced.
10-08	ASTM International (ASTM)	Formerly known as the American Society for Testing and Materials (ASTM).
10-09	Award	The Owner's notice to the successful bidder of the acceptance of the submitted bid.
10-10	Bidder	Any individual, partnership, firm, or corporation, acting directly or through a duly authorized representative, who submits a proposal for the work contemplated.
10-11	Building Area	An area on the airport to be used, considered, or intended to be used for airport buildings or other airport facilities or rights-of-way together with all airport buildings and facilities located thereon.
10-12	Calendar Day	Every day shown on the calendar.
10-13	Certificate of Analysis (COA)	The COA is the manufacturer's Certificate of Compliance (COC) including all applicable test results required by the specifications.
10-14	Certificate of Compliance (COC)	The manufacturer's certification stating that materials or assemblies furnished fully comply with the requirements of the contract. The certificate shall be signed by the manufacturer's authorized representative.
10-15	Change Order	A written order to the Contractor covering changes in the plans, specifications, or proposal quantities and establishing the basis of

Paragraph Number	Term	Definition
		payment and contract time adjustment, if any, for work within the scope of the contract and necessary to complete the project.
10-16	Contract	A written agreement between the Owner and the Contractor that establishes the obligations of the parties including but not limited to performance of work, furnishing of labor, equipment and materials and the basis of payment. The awarded contract includes but may not be limited to: Advertisement, Contract form, Proposal, Performance bond, payment bond, General provisions, certifications and representations, Technical Specifications, Plans, Supplemental Provisions, standards incorporated by reference and issued addenda.
10-17	Contract Item (Pay Item)	A specific unit of work for which a price is provided in the contract.
10-18	Contract Time	The number of calendar days or working days, stated in the proposal, allowed for completion of the contract, including authorized time extensions. If a calendar date of completion is stated in the proposal, in lieu of a number of calendar or working days, the contract shall be completed by that date.
10-19	Contractor	The individual, partnership, firm, or corporation primarily liable for the acceptable performance of the work contracted and for the payment of all legal debts pertaining to the work who acts directly or through lawful agents or employees to complete the contract work.
10-20	Contractors Quality Control (QC) Facilities	The Contractor’s QC facilities in accordance with the Contractor Quality Control Program (CQCP).
10-21	Contractor Quality Control Program (CQCP)	Details the methods and procedures that will be taken to assure that all materials and completed construction required by the contract conform to contract plans, technical specifications and other requirements, whether manufactured by the Contractor, or procured from subcontractors or vendors.
10-22	Control Strip	A demonstration by the Contractor that the materials, equipment, and construction processes results in a product meeting the requirements of the specification.
10-23	Construction Safety and Phasing Plan (CSPP)	The overall plan for safety and phasing of a construction project developed by the airport operator, or developed by the airport operator’s consultant and approved by the airport operator. It is included in the invitation for bids and becomes part of the project specifications.
10-24	Drainage System	The system of pipes, ditches, and structures by which surface or subsurface waters are collected and conducted from the airport area.
10-25	Engineer	The individual, partnership, firm, or corporation duly authorized by the Owner to be responsible for engineering, inspection, and/or observation of the contract work and acting directly or through an authorized representative.
10-26	Equipment	All machinery, together with the necessary supplies for upkeep and maintenance; and all tools and apparatus necessary for the proper construction and acceptable completion of the work.
10-27	Extra Work	An item of work not provided for in the awarded contract as previously modified by change order or supplemental agreement, but which is found by the Owner’s Engineer or Resident Project

Paragraph Number	Term	Definition
		Representative (RPR) to be necessary to complete the work within the intended scope of the contract as previously modified.
10-28	FAA	The Federal Aviation Administration. When used to designate a person, FAA shall mean the Administrator or their duly authorized representative.
10-29	Federal Specifications	The federal specifications and standards, commercial item descriptions, and supplements, amendments, and indices prepared and issued by the General Services Administration.
10-30	Force Account	<p>a. Contract Force Account - A method of payment that addresses extra work performed by the Contractor on a time and material basis.</p> <p>b. Owner Force Account - Work performed for the project by the Owner's employees.</p>
10-31	Intention of Terms	<p>Whenever, in these specifications or on the plans, the words “directed,” “required,” “permitted,” “ordered,” “designated,” “prescribed,” or words of like import are used, it shall be understood that the direction, requirement, permission, order, designation, or prescription of the Engineer and/or Resident Project Representative (RPR) is intended; and similarly, the words “approved,” “acceptable,” “satisfactory,” or words of like import, shall mean approved by, or acceptable to, or satisfactory to the Engineer and/or RPR, subject in each case to the final determination of the Owner.</p> <p>Any reference to a specific requirement of a numbered paragraph of the contract specifications or a cited standard shall be interpreted to include all general requirements of the entire section, specification item, or cited standard that may be pertinent to such specific reference.</p>
10-32	Lighting	A system of fixtures providing or controlling the light sources used on or near the airport or within the airport buildings. The field lighting includes all luminous signals, markers, floodlights, and illuminating devices used on or near the airport or to aid in the operation of aircraft landing at, taking off from, or taxiing on the airport surface.
10-33	Major and Minor Contract Items	A major contract item shall be any item that is listed in the proposal, the total cost of which is equal to or greater than 20% of the total amount of the award contract. All other items shall be considered minor contract items.
10-34	Materials	Any substance specified for use in the construction of the contract work.
10-35	Modification of Standards (MOS)	Any deviation from standard specifications applicable to material and construction methods in accordance with FAA Order 5300.1.
10-36	Notice to Proceed (NTP)	A written notice to the Contractor to begin the actual contract work on a previously agreed to date. If applicable, the Notice to Proceed shall state the date on which the contract time begins.
10-37	Owner	The term “Owner” shall mean the party of the first part or the contracting agency signatory to the contract. Where the term “Owner” is capitalized in this document, it shall mean airport Sponsor only. The Owner for this project Gerald R. Ford International Airport Authority (“Authority”).

Paragraph Number	Term	Definition
10-38	Passenger Facility Charge (PFC)	Per 14 Code of Federal Regulations (CFR) Part 158 and 49 United States Code (USC) § 40117, a PFC is a charge imposed by a public agency on passengers enplaned at a commercial service airport it controls.
10-39	Pavement Structure	The combined surface course, base course(s), and subbase course(s), if any, considered as a single unit.
10-40	Payment bond	The approved form of security furnished by the Contractor and their own surety as a guaranty that the Contractor will pay in full all bills and accounts for materials and labor used in the construction of the work.
10-41	Performance bond	The approved form of security furnished by the Contractor and their own surety as a guaranty that the Contractor will complete the work in accordance with the terms of the contract.
10-42	Plans	The official drawings or exact reproductions which show the location, character, dimensions and details of the airport and the work to be done and which are to be considered as a part of the contract, supplementary to the specifications. Plans may also be referred to as 'contract drawings.'
10-43	Project	The agreed scope of work for accomplishing specific airport development with respect to a particular airport.
10-44	Proposal	The written offer of the bidder (when submitted on the approved proposal form) to perform the contemplated work and furnish the necessary materials in accordance with the provisions of the plans and specifications.
10-45	Proposal guaranty	The security furnished with a proposal to guarantee that the bidder will enter into a contract if their own proposal is accepted by the Owner.
10-46	Quality Assurance (QA)	Owner's responsibility to assure that construction work completed complies with specifications for payment.
10-47	Quality Control (QC)	Contractor's responsibility to control material(s) and construction processes to complete construction in accordance with project specifications.
10-48	Quality Assurance (QA) Inspector	An authorized representative of the Engineer and/or Resident Project Representative (RPR) assigned to make all necessary inspections, observations, tests, and/or observation of tests of the work performed or being performed, or of the materials furnished or being furnished by the Contractor.
10-49	Quality Assurance (QA) Laboratory	The official quality assurance testing laboratories of the Owner or such other laboratories as may be designated by the Engineer or RPR. May also be referred to as Engineer's, Owner's, or QA Laboratory.
10-50	Resident Project Representative (RPR)	The individual, partnership, firm, or corporation duly authorized by the Owner to be responsible for all necessary inspections, observations, tests, and/or observations of tests of the contract work performed or being performed, or of the materials furnished or being furnished by the Contractor, and acting directly or through an authorized representative.
10-51	Runway	The area on the airport prepared for the landing and takeoff of aircraft.
10-52	Runway Safety Area (RSA)	A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft. See the construction safety and phasing plan (CSPP) for limits of the RSA.

Paragraph Number	Term	Definition
10-53	Safety Plan Compliance Document (SPCD)	Details how the Contractor will comply with the CSPP.
10-54	Specifications	A part of the contract containing the written directions and requirements for completing the contract work. Standards for specifying materials or testing which are cited in the contract specifications by reference shall have the same force and effect as if included in the contract physically.
10-55	Sponsor	A Sponsor is defined in 49 USC § 47102(24) as a public agency that submits to the FAA for an AIP grant; or a private Owner of a public-use airport that submits to the FAA an application for an AIP grant for the airport.
10-56	Structures	Airport facilities such as bridges; culverts; catch basins, inlets, retaining walls, cribbing; storm and sanitary sewer lines; water lines; underdrains; electrical ducts, manholes, handholes, lighting fixtures and bases; transformers; navigational aids; buildings; vaults; and, other manmade features of the airport that may be encountered in the work and not otherwise classified herein.
10-57	Subgrade	The soil that forms the pavement foundation.
10-58	Superintendent	The Contractor’s executive representative who is present on the work during progress, authorized to receive and fulfill instructions from the RPR, and who shall supervise and direct the construction.
10-59	Supplemental Agreement	A written agreement between the Contractor and the Owner that establishes the basis of payment and contract time adjustment, if any, for the work affected by the supplemental agreement. A supplemental agreement is required if: (1) in scope work would increase or decrease the total amount of the awarded contract by more than 25%; (2) in scope work would increase or decrease the total of any major contract item by more than 25%; (3) work that is not within the scope of the originally awarded contract; or (4) adding or deleting of a major contract item.
10-60	Surety	The corporation, partnership, or individual, other than the Contractor, executing payment or performance bonds that are furnished to the Owner by the Contractor.
10-61	Taxilane	A taxiway designed for low speed movement of aircraft between aircraft parking areas and terminal areas.
10-62	Taxiway	The portion of the air operations area of an airport that has been designated by competent airport authority for movement of aircraft to and from the airport’s runways, aircraft parking areas, and terminal areas.
10-63	Taxiway/Taxilane Safety Area (TSA)	A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an aircraft. See the construction safety and phasing plan (CSPP) for limits of the TSA.
10-64	Work	The furnishing of all labor, materials, tools, equipment, and incidentals necessary or convenient to the Contractor’s performance of all duties and obligations imposed by the contract, plans, and specifications.
10-65	Working day	A working day shall be any day other than a legal holiday, Saturday, or Sunday on which the normal working forces of the Contractor may proceed with regular work for at least six (6) hours toward completion of the contract. When work is suspended for causes beyond the Contractor’s control, it will not be counted as a working day. Saturdays, Sundays and holidays

Paragraph Number	Term	Definition
		on which the Contractor's forces engage in regular work will be considered as working days.
10-66	Owner Defined terms	None

END OF SECTION 10

Section 20 Proposal Requirements and Conditions

20-01 Advertisement (Notice to Bidders). Refer to the *Request for Bids* document included in this Project Manual for project advertisement information.

20-02 Qualification of bidders. Each bidder shall submit evidence of competency and evidence of financial responsibility to perform the work to the Owner at the time of bid opening.

Evidence of competency, unless otherwise specified, shall consist of statements covering the bidder's past experience on similar work, and a list of equipment and a list of key personnel that would be available for the work.

Each bidder shall furnish the Owner satisfactory evidence of their financial responsibility. Evidence of financial responsibility, unless otherwise specified, shall consist of a confidential statement or report of the bidder's financial resources and liabilities as of the last calendar year or the bidder's last fiscal year. Such statements or reports shall be certified by a public accountant. At the time of submitting such financial statements or reports, the bidder shall further certify whether their financial responsibility is approximately the same as stated or reported by the public accountant. If the bidder's financial responsibility has changed, the bidder shall qualify the public accountant's statement or report to reflect the bidder's true financial condition at the time such qualified statement or report is submitted to the Owner.

Unless otherwise specified, a bidder may submit evidence that they are prequalified with the State Highway Division and are on the current "bidder's list" of the state in which the proposed work is located. Evidence of State Highway Division prequalification may be submitted as evidence of financial responsibility in lieu of the certified statements or reports specified above.

20-03 Contents of proposal forms. The Owner's proposal forms state the location and description of the proposed construction; the place, date, and time of opening of the proposals; and the estimated quantities of the various items of work to be performed and materials to be furnished for which unit bid prices are asked. The proposal form states the time in which the work must be completed, and the amount of the proposal guaranty that must accompany the proposal. The Owner will accept only those Proposals properly executed on physical forms or electronic forms provided by the Owner. Bidder actions that may cause the Owner to deem a proposal irregular are given in paragraph 20-09 *Irregular proposals*.

Mobilization is limited to 10 percent of the total project cost.

A voluntary onsite Pre-Submission Conference will be held for this project to discuss as a minimum, the following items: material requirements; submittals; Quality Control/Quality Assurance requirements; the construction safety and phasing plan including airport access and staging areas; and unique airfield paving construction requirements. Details regarding the Pre-Submission Conference is included in the *Request for Bids* document of this Project Manual.

20-04 Issuance of proposal forms. The Owner reserves the right to refuse to issue a proposal form to a prospective bidder if the bidder is in default for any of the following reasons:

a. Failure to comply with any prequalification regulations of the Owner, if such regulations are cited, or otherwise included, in the proposal as a requirement for bidding.

- b. Failure to pay, or satisfactorily settle, all bills due for labor and materials on former contracts in force with the Owner at the time the Owner issues the proposal to a prospective bidder.
- c. Documented record of Contractor default under previous contracts with the Owner.
- d. Documented record of unsatisfactory work on previous contracts with the Owner.

20-05 Interpretation of estimated proposal quantities. An estimate of quantities of work to be done and materials to be furnished under these specifications is given in the proposal. It is the result of careful calculations and is believed to be correct. It is given only as a basis for comparison of proposals and the award of the contract. The Owner does not expressly, or by implication, agree that the actual quantities involved will correspond exactly therewith; nor shall the bidder plead misunderstanding or deception because of such estimates of quantities, or of the character, location, or other conditions pertaining to the work. Payment to the Contractor will be made only for the actual quantities of work performed or materials furnished in accordance with the plans and specifications. It is understood that the quantities may be increased or decreased as provided in the Section 40, paragraph 40-02, Alteration of Work and Quantities, without in any way invalidating the unit bid prices.

20-06 Examination of plans, specifications, and site. The bidder is expected to carefully examine the site of the proposed work, the proposal, plans, specifications, and contract forms. Bidders shall satisfy themselves to the character, quality, and quantities of work to be performed, materials to be furnished, and to the requirements of the proposed contract. The submission of a proposal shall be prima facie evidence that the bidder has made such examination and is satisfied to the conditions to be encountered in performing the work and the requirements of the proposed contract, plans, and specifications.

20-07 Preparation of proposal. The bidder shall submit their proposal on the forms furnished by the Owner. All blank spaces in the proposal forms, unless explicitly stated otherwise, must be correctly filled in where indicated for each and every item for which a quantity is given. The bidder shall state the price (written in ink or typed) both in words and numerals which they propose for each pay item furnished in the proposal. In case of conflict between words and numerals, the words, unless obviously incorrect, shall govern. Prices should be written in whole dollars and cents. The extended total amount of each item must not be rounded.

The bidder shall correctly sign the proposal in ink. If the proposal is made by an individual, their name and post office address must be shown. If made by a partnership, the name and post office address of each member of the partnership must be shown. If made by a corporation, the person signing the proposal shall give the name of the state where the corporation was chartered and the name, titles, and business address of the president, secretary, and the treasurer. Anyone signing a proposal as an agent shall file evidence of their authority to do so and that the signature is binding upon the firm or corporation.

20-08 Responsive and responsible bidder. A responsive bid conforms to all significant terms and conditions contained in the Owner's invitation for bid. It is the Owner's responsibility to decide if the exceptions taken by a bidder to the solicitation are material or not and the extent of deviation it is willing to accept.

A responsible bidder has the ability to perform successfully under the terms and conditions of a proposed procurement, as defined in 2 CFR § 200.318(h). This includes such matters as Contractor integrity, compliance with public policy, record of past performance, and financial and technical resources.

20-09 Irregular proposals. Proposals shall be considered irregular for the following reasons:

- a. If the proposal is on a form other than that furnished by the Owner, or if the Owner’s form is altered, or if any part of the proposal form is detached.
- b. If there are unauthorized additions, conditional or alternate pay items, or irregularities of any kind that make the proposal incomplete, indefinite, or otherwise ambiguous.
- c. If the proposal does not contain a unit price for each pay item listed in the proposal, except in the case of authorized alternate pay items, for which the bidder is not required to furnish a unit price.
- d. If the proposal contains unit prices that are obviously unbalanced.
- e. If the proposal is not accompanied by the proposal guaranty specified by the Owner.
- f. If the applicable Disadvantaged Business Enterprise information is incomplete.

The Owner reserves the right to reject any irregular proposal and the right to waive technicalities if such waiver is in the best interest of the Owner and conforms to local laws and ordinances pertaining to the letting of construction contracts.

20-10 Bid guarantee. Each separate proposal shall be accompanied by a bid bond, certified check, or other specified acceptable collateral, in the amount specified in the proposal form. Such bond, check, or collateral, shall be made payable to the Owner.

20-11 Delivery of proposal. Each proposal shall be submitted according to the ‘Request for Bid Submission’ section of the Request for Bids document of this project Manual. Proposals submitted in hardcopy shall be placed in a sealed envelope plainly marked with the project number, location of airport, and name and business address of the bidder on the outside. When sent by mail, preferably registered, the sealed proposal, marked as indicated above, should be enclosed in an additional envelope. No proposal will be considered unless received at the place specified in the advertisement or as modified by Addendum before the time specified for opening all bids. Proposals received after the bid opening time shall be returned to the bidder unopened.

20-12 Withdrawal or revision of proposals. A bidder may withdraw or revise (by withdrawal of one proposal and submission of another) a proposal provided that the bidder’s request for withdrawal is received by the Owner in writing or by email before the time specified for opening bids. Revised proposals must be received at the place specified in the advertisement before the time specified for opening all bids.

20-13 Public opening of proposals. Proposals shall be opened, and read, publicly at the time and place specified in the advertisement. Bidders, their authorized agents, and other interested persons are invited to attend. Proposals that have been withdrawn (by written or telegraphic request) or received after the time specified for opening bids shall be returned to the bidder unopened.

20-14 Disqualification of bidders. A bidder shall be considered disqualified for any of the following reasons:

- a. Submitting more than one proposal from the same partnership, firm, or corporation under the same or different name.

b. Evidence of collusion among bidders. Bidders participating in such collusion shall be disqualified as bidders for any future work of the Owner until any such participating bidder has been reinstated by the Owner as a qualified bidder.

c. If the bidder is considered to be in “default” for any reason specified in paragraph 20-04, *Issuance of Proposal Forms*, of this section.

20-15 Discrepancies and Omissions. A Bidder who discovers discrepancies or omissions with the project bid documents shall immediately notify the Owner’s Engineer of the matter. A bidder that has doubt as to the true meaning of a project requirement may submit to the Owner’s Engineer a written request for interpretation no later than 7 days prior to bid opening.

Any interpretation of the project bid documents by the Owner’s Engineer will be by written addendum issued by the Owner. The Owner will not consider any instructions, clarifications or interpretations of the bidding documents in any manner other than written addendum.

END OF SECTION 20

Section 30 Award and Execution of Contract

30-01 Consideration of proposals. After the proposals are publicly opened and read, they will be compared on the basis of the summation of the products obtained by multiplying the estimated quantities shown in the proposal by the unit bid prices. If a bidder's proposal contains a discrepancy between unit bid prices written in words and unit bid prices written in numbers, the unit bid price written in words shall govern.

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

- a. If the proposal is irregular as specified in Section 20, paragraph 20-09, *Irregular Proposals*.
- b. If the bidder is disqualified for any of the reasons specified Section 20, paragraph 20-14, *Disqualification of Bidders*.

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

30-02 Award of contract. The award of a contract, if it is to be awarded, shall be made within 120 calendar days of the date specified for publicly opening proposals, unless otherwise specified herein.

If the Owner elects to proceed with an award of contract, the Owner will make award to the responsible bidder whose bid, conforming with all the material terms and conditions of the bid documents, is the lowest in price.

30-03 Cancellation of award. The Owner reserves the right to cancel the award without liability to the bidder, except return of proposal guaranty, at any time before a contract has been fully executed by all parties and is approved by the Owner in accordance with paragraph 30-07 *Approval of Contract*.

30-04 Return of proposal guaranty. All proposal guaranties, except those of the two lowest bidders, will be returned immediately after the Owner has made a comparison of bids as specified in the paragraph 30-01, *Consideration of Proposals*. Proposal guaranties of the two lowest bidders will be retained by the Owner until such time as an award is made, at which time, the unsuccessful bidder's proposal guaranty will be returned. The successful bidder's proposal guaranty will be returned as soon as the Owner receives the contract bonds as specified in paragraph 30-05, *Requirements of Contract Bonds*.

30-05 Requirements of contract bonds. At the time of the execution of the contract, the successful bidder shall furnish the Owner a surety bond or bonds that have been fully executed by the bidder and the surety guaranteeing the performance of the work and the payment of all legal debts that may be incurred by reason of the Contractor's performance of the work. The surety and the form of the bond or bonds shall be acceptable to the Owner. Unless otherwise specified in this subsection, the surety bond or bonds shall be in a sum equal to the full amount of the contract.

30-06 Execution of contract. The successful bidder shall sign (execute) the necessary agreements for entering into the contract and return the signed contract to the Owner, along with the fully executed surety

bond or bonds specified in paragraph 30-05, *Requirements of Contract Bonds*, of this section, within 15 calendar days from the date mailed or otherwise delivered to the successful bidder.

30-07 Approval of contract. Upon receipt of the contract and contract bond or bonds that have been executed by the successful bidder, the Owner shall complete the execution of the contract in accordance with local laws or ordinances, and return the fully executed contract to the Contractor. Delivery of the fully executed contract to the Contractor shall constitute the Owner's approval to be bound by the successful bidder's proposal and the terms of the contract.

30-08 Failure to execute contract. Failure of the successful bidder to execute the contract and furnish an acceptable surety bond or bonds within the period specified in paragraph 30-06, *Execution of Contract*, of this section shall be just cause for cancellation of the award and forfeiture of the proposal guaranty, not as a penalty, but as liquidated damages to the Owner.

END OF SECTION 30

Section 40 Scope of Work

40-01 Intent of contract. The intent of the contract is to provide for construction and completion, in every detail, of the work described. It is further intended that the Contractor shall furnish all labor, materials, equipment, tools, transportation, and supplies required to complete the work in accordance with the plans, specifications, and terms of the contract.

40-02 Alteration of work and quantities. The Owner reserves the right to make such changes in quantities and work as may be necessary or desirable to complete, in a satisfactory manner, the original intended work. Unless otherwise specified in the Contract, the Owner's Engineer or RPR shall be and is hereby authorized to make, in writing, such in-scope alterations in the work and variation of quantities as may be necessary to complete the work, provided such action does not represent a significant change in the character of the work.

For purpose of this section, a significant change in character of work means: any change that is outside the current contract scope of work; any change (increase or decrease) in the total contract cost by more than 25%; or any change in the total cost of a major contract item by more than 25%.

Work alterations and quantity variances that do not meet the definition of significant change in character of work shall not invalidate the contract nor release the surety. Contractor agrees to accept payment for such work alterations and quantity variances in accordance with Section 90, paragraph 90-03, *Compensation for Altered Quantities*.

Should the value of altered work or quantity variance meet the criteria for significant change in character of work, such altered work and quantity variance shall be covered by a supplemental agreement. Supplemental agreements shall also require consent of the Contractor's surety and separate performance and payment bonds. If the Owner and the Contractor are unable to agree on a unit adjustment for any contract item that requires a supplemental agreement, the Owner reserves the right to terminate the contract with respect to the item and make other arrangements for its completion.

40-03 Omitted items. The Owner, the Owner's Engineer or the RPR may provide written notice to the Contractor to omit from the work any contract item that does not meet the definition of major contract item. Major contract items may be omitted by a supplemental agreement. Such omission of contract items shall not invalidate any other contract provision or requirement.

Should a contract item be omitted or otherwise ordered to be non-performed, the Contractor shall be paid for all work performed toward completion of such item prior to the date of the order to omit such item. Payment for work performed shall be in accordance with Section 90, paragraph 90-04, *Payment for Omitted Items*.

40-04 Extra work. Should acceptable completion of the contract require the Contractor to perform an item of work not provided for in the awarded contract as previously modified by change order or supplemental agreement, Owner may issue a Change Order to cover the necessary extra work. Change orders for extra work shall contain agreed unit prices for performing the change order work in accordance with the requirements specified in the order, and shall contain any adjustment to the contract time that, in the RPR's opinion, is necessary for completion of the extra work.

When determined by the RPR to be in the Owner's best interest, the RPR may order the Contractor to proceed with extra work as provided in Section 90, paragraph 90-05, *Payment for Extra Work*. Extra work

that is necessary for acceptable completion of the project, but is not within the general scope of the work covered by the original contract shall be covered by a supplemental agreement as defined in Section 10, paragraph 10-59, *Supplemental Agreement*.

If extra work is essential to maintaining the project critical path, RPR may order the Contractor to commence the extra work under a Time and Material contract method. Once sufficient detail is available to establish the level of effort necessary for the extra work, the Owner shall initiate a change order or supplemental agreement to cover the extra work.

Any claim for payment of extra work that is not covered by written agreement (change order or supplemental agreement) shall be rejected by the Owner.

40-05 Maintenance of traffic. It is the explicit intention of the contract that the safety of aircraft, as well as the Contractor's equipment and personnel, is the most important consideration. The Contractor shall maintain traffic in the manner detailed in the Construction Safety and Phasing Plan (CSPP).

a. It is understood and agreed that the Contractor shall provide for the free and unobstructed movement of aircraft in the air operations areas (AOAs) of the airport with respect to their own operations and the operations of all subcontractors as specified in Section 80, paragraph 80-04, *Limitation of Operations*. It is further understood and agreed that the Contractor shall provide for the uninterrupted operation of visual and electronic signals (including power supplies thereto) used in the guidance of aircraft while operating to, from, and upon the airport as specified in Section 70, paragraph 70-15, *Contractor's Responsibility for Utility Service and Facilities of Others*.

b. With respect to their own operations and the operations of all subcontractors, the Contractor shall provide marking, lighting, and other acceptable means of identifying personnel, equipment, vehicles, storage areas, and any work area or condition that may be hazardous to the operation of aircraft, fire-rescue equipment, or maintenance vehicles at the airport in accordance with the construction safety and phasing plan (CSPP) and the safety plan compliance document (SPCD).

c. When the contract requires the maintenance of an existing road, street, or highway during the Contractor's performance of work that is otherwise provided for in the contract, plans, and specifications, the Contractor shall keep the road, street, or highway open to all traffic and shall provide maintenance as may be required to accommodate traffic. The Contractor, at their expense, shall be responsible for the repair to equal or better than preconstruction conditions of any damage caused by the Contractor's equipment and personnel. The Contractor shall furnish, erect, and maintain barricades, warning signs, flag person, and other traffic control devices in reasonable conformity with the Manual on Uniform Traffic Control Devices (MUTCD) (<http://mutcd.fhwa.dot.gov/>), unless otherwise specified. The Contractor shall also construct and maintain in a safe condition any temporary connections necessary for ingress to and egress from abutting property or intersecting roads, streets or highways.

40-06 Removal of existing structures. All existing structures encountered within the established lines, grades, or grading sections shall be removed by the Contractor, unless such existing structures are otherwise specified to be relocated, adjusted up or down, salvaged, abandoned in place, reused in the work or to remain in place. The cost of removing such existing structures shall not be measured or paid for directly, but shall be included in the various contract items.

Should the Contractor encounter an existing structure (above or below ground) in the work for which the disposition is not indicated on the plans, the Resident Project Representative (RPR) shall be notified prior to disturbing such structure. The disposition of existing structures so encountered shall be immediately determined by the RPR in accordance with the provisions of the contract.

Except as provided in Section 40, paragraph 40-07, *Rights in and Use of Materials Found in the Work*, it is intended that all existing materials or structures that may be encountered (within the lines, grades, or grading sections established for completion of the work) shall be used in the work as otherwise provided for in the contract and shall remain the property of the Owner when so used in the work.

40-07 Rights in and use of materials found in the work. Should the Contractor encounter any material such as (but not restricted to) sand, stone, gravel, slag, or concrete slabs within the established lines, grades, or grading sections, the use of which is intended by the terms of the contract to be embankment, the Contractor may at their own option either:

- a. Use such material in another contract item, providing such use is approved by the RPR and is in conformance with the contract specifications applicable to such use; or,
- b. Remove such material from the site, upon written approval of the RPR; or
- c. Use such material for the Contractor's own temporary construction on site; or,
- d. Use such material as intended by the terms of the contract.

Should the Contractor wish to exercise option a., b., or c., the Contractor shall request the RPR's approval in advance of such use.

Should the RPR approve the Contractor's request to exercise option a., b., or c., the Contractor shall be paid for the excavation or removal of such material at the applicable contract price. The Contractor shall replace, at their expense, such removed or excavated material with an agreed equal volume of material that is acceptable for use in constructing embankment, backfills, or otherwise to the extent that such replacement material is needed to complete the contract work. The Contractor shall not be charged for use of such material used in the work or removed from the site.

Should the RPR approve the Contractor's exercise of option a., the Contractor shall be paid, at the applicable contract price, for furnishing and installing such material in accordance with requirements of the contract item in which the material is used.

It is understood and agreed that the Contractor shall make no claim for delays by reason of their own exercise of option a., b., or c.

The Contractor shall not excavate, remove, or otherwise disturb any material, structure, or part of a structure which is located outside the lines, grades, or grading sections established for the work, except where such excavation or removal is provided for in the contract, plans, or specifications.

40-08 Final cleanup. Upon completion of the work and before acceptance and final payment will be made, the Contractor shall remove from the site all machinery, equipment, surplus and discarded materials, rubbish, temporary structures, and stumps or portions of trees. The Contractor shall cut all brush and woods within the limits indicated and shall leave the site in a neat and presentable condition. Material cleared from the site and deposited on adjacent property will not be considered as having been disposed of satisfactorily, unless the Contractor has obtained the written permission of the property Owner.

END OF SECTION 40

(This page intentionally left blank)

Section 50 Control of Work

50-01 Authority of the Resident Project Representative (RPR). The RPR has final authority regarding the interpretation of project specification requirements. The RPR shall determine acceptability of the quality of materials furnished, method of performance of work performed, and the manner and rate of performance of the work. The RPR does not have the authority to accept work that does not conform to specification requirements.

50-02 Conformity with plans and specifications. All work and all materials furnished shall be in reasonably close conformity with the lines, grades, grading sections, cross-sections, dimensions, material requirements, and testing requirements that are specified (including specified tolerances) in the contract, plans, or specifications.

If the RPR finds the materials furnished, work performed, or the finished product not within reasonably close conformity with the plans and specifications, but that the portion of the work affected will, in their opinion, result in a finished product having a level of safety, economy, durability, and workmanship acceptable to the Owner, the RPR will advise the Owner of their determination that the affected work be accepted and remain in place. The RPR will document the determination and recommend to the Owner a basis of acceptance that will provide for an adjustment in the contract price for the affected portion of the work. Changes in the contract price must be covered by contract change order or supplemental agreement as applicable.

If the RPR finds the materials furnished, work performed, or the finished product are not in reasonably close conformity with the plans and specifications and have resulted in an unacceptable finished product, the affected work or materials shall be removed and replaced or otherwise corrected by and at the expense of the Contractor in accordance with the RPR's written orders.

The term "reasonably close conformity" shall not be construed as waiving the Contractor's responsibility to complete the work in accordance with the contract, plans, and specifications. The term shall not be construed as waiving the RPR's responsibility to insist on strict compliance with the requirements of the contract, plans, and specifications during the Contractor's execution of the work, when, in the RPR's opinion, such compliance is essential to provide an acceptable finished portion of the work.

The term "reasonably close conformity" is also intended to provide the RPR with the authority, after consultation with the Sponsor and FAA, to use sound engineering judgment in their determinations to accept work that is not in strict conformity, but will provide a finished product equal to or better than that required by the requirements of the contract, plans and specifications.

The RPR will not be responsible for the Contractor's means, methods, techniques, sequences, or procedures of construction or the safety precautions incident thereto.

50-03 Coordination of contract, plans, and specifications. The contract, plans, specifications, and all referenced standards cited are essential parts of the contract requirements. If electronic files are provided and used on the project and there is a conflict between the electronic files and hard copy plans, the hard copy plans shall govern. A requirement occurring in one is as binding as though occurring in all. They are intended to be complementary and to describe and provide for a complete work. In case of discrepancy, calculated dimensions will govern over scaled dimensions; contract technical specifications shall govern over contract general provisions, plans, cited standards for materials or testing, and cited advisory circulars (ACs); contract general provisions shall govern over plans, cited standards for materials

or testing, and cited ACs; plans shall govern over cited standards for materials or testing and cited ACs. If any paragraphs contained in the Special Provisions conflict with General Provisions or Technical Specifications, the Special Provisions shall govern.

From time to time, discrepancies within cited testing standards occur due to the timing of the change, edits, and/or replacement of the standards. If the Contractor discovers any apparent discrepancy within standard test methods, the Contractor shall immediately ask the RPR for an interpretation and decision, and such decision shall be final.

The Contractor shall not take advantage of any apparent error or omission on the plans or specifications. In the event the Contractor discovers any apparent error or discrepancy, Contractor shall immediately notify the Owner or the designated representative in writing requesting their written interpretation and decision.

50-04 List of Special Provisions. Special Provisions are included in the Special Provisions section of these Bid Documents.

50-05 Cooperation of Contractor. The Contractor shall be supplied with an electronic PDF of the plans and specifications. The Contractor shall have available on the construction site at all times one (1) hardcopy each of the plans and specifications. Additional hard copies of plans and specifications may be obtained by the Contractor for the cost of reproduction.

The Contractor shall give constant attention to the work to facilitate the progress thereof, and shall cooperate with the RPR and their inspectors and with other Contractors in every way possible. The Contractor shall have a competent superintendent on the work at all times who is fully authorized as their agent on the work. The superintendent shall be capable of reading and thoroughly understanding the plans and specifications and shall receive and fulfill instructions from the RPR or their authorized representative.

50-06 Cooperation between Contractors. The Owner reserves the right to contract for and perform other or additional work on or near the work covered by this contract.

When separate contracts are let within the limits of any one project, each Contractor shall conduct the work not to interfere with or hinder the progress of completion of the work being performed by other Contractors. Contractors working on the same project shall cooperate with each other as directed.

Each Contractor involved shall assume all liability, financial or otherwise, in connection with their own contract and shall protect and hold harmless the Owner from any and all damages or claims that may arise because of inconvenience, delays, or loss experienced because of the presence and operations of other Contractors working within the limits of the same project.

The Contractor shall arrange their work and shall place and dispose of the materials being used to not interfere with the operations of the other Contractors within the limits of the same project. The Contractor shall join their work with that of the others in an acceptable manner and shall perform it in proper sequence to that of the others.

50-07 Construction layout and stakes. The Engineer/RPR shall establish necessary horizontal and vertical control. The establishment of Survey Control and/or reestablishment of survey control shall be by a State Licensed Land Surveyor. Contractor is responsible for preserving integrity of horizontal and vertical controls established by Engineer/RPR. In case of negligence on the part of the Contractor or their

employees, resulting in the destruction of any horizontal and vertical control, the resulting costs will be deducted as a liquidated damage against the Contractor.

Prior to the start of construction, the Contractor will check all control points for horizontal and vertical accuracy and certify in writing to the RPR that the Contractor concurs with survey control established for the project. All lines, grades and measurements from control points necessary for the proper execution and control of the work on this project will be provided to the RPR. The Contractor is responsible to establish all layout required for the construction of the project.

Copies of survey notes will be provided to the RPR for each area of construction and for each placement of material as specified to allow the RPR to make periodic checks for conformance with plan grades, alignments and grade tolerances required by the applicable material specifications. Surveys will be provided to the RPR prior to commencing work items that cover or disturb the survey staking. Survey(s) and notes shall be provided in the following format(s): AutoCAD compatible file format and .csv or .xls file formats.

Laser, GPS, String line, or other automatic control shall be checked with temporary control as necessary. In the case of error, on the part of the Contractor, their surveyor, employees or subcontractors, resulting in established grades, alignment or grade tolerances that do not concur with those specified or shown on the plans, the Contractor is solely responsible for correction, removal, replacement and all associated costs at no additional cost to the Owner.

No direct payment will be made, unless otherwise specified in contract documents, for this labor, materials, or other expenses. The cost shall be included in the price of the bid for the various items of the Contract.

50-08 Authority and duties of Quality Assurance (QA) inspectors. QA inspectors shall be authorized to inspect all work done and all material furnished. Such QA inspection may extend to all or any part of the work and to the preparation, fabrication, or manufacture of the materials to be used. QA inspectors are not authorized to revoke, alter, or waive any provision of the contract. QA inspectors are not authorized to issue instructions contrary to the plans and specifications or to act as foreman for the Contractor.

QA Inspectors are authorized to notify the Contractor or their representatives of any failure of the work or materials to conform to the requirements of the contract, plans, or specifications and to reject such nonconforming materials in question until such issues can be referred to the RPR for a decision.

50-09 Inspection of the work. All materials and each part or detail of the work shall be subject to inspection. The RPR shall be allowed access to all parts of the work and shall be furnished with such information and assistance by the Contractor as is required to make a complete and detailed inspection.

If the RPR requests it, the Contractor, at any time before acceptance of the work, shall remove or uncover such portions of the finished work as may be directed. After examination, the Contractor shall restore said portions of the work to the standard required by the specifications. Should the work thus exposed or examined prove acceptable, the uncovering, or removing, and the replacing of the covering or making good of the parts removed will be paid for as extra work; but should the work so exposed or examined prove unacceptable, the uncovering, or removing, and the replacing of the covering or making good of the parts removed will be at the Contractor's expense.

Provide advance written notice to the RPR of work the Contractor plans to perform each week and each day. Any work done or materials used without written notice and allowing opportunity for inspection by the RPR may be ordered removed and replaced at the Contractor's expense.

Should the contract work include relocation, adjustment, or any other modification to existing facilities, not the property of the (contract) Owner, authorized representatives of the Owners of such facilities shall have the right to inspect such work. Such inspection shall in no sense make any facility owner a party to the contract, and shall in no way interfere with the rights of the parties to this contract.

50-10 Removal of unacceptable and unauthorized work. All work that does not conform to the requirements of the contract, plans, and specifications will be considered unacceptable, unless otherwise determined acceptable by the RPR as provided in paragraph 50-02, *Conformity with Plans and Specifications*.

Unacceptable work, whether the result of poor workmanship, use of defective materials, damage through carelessness, or any other cause found to exist prior to the final acceptance of the work, shall be removed immediately and replaced in an acceptable manner in accordance with the provisions of Section 70, paragraph 70-14, *Contractor's Responsibility for Work*.

No removal work made under provision of this paragraph shall be done without lines and grades having been established by the RPR. Work done contrary to the instructions of the RPR, work done beyond the lines shown on the plans or as established by the RPR, except as herein specified, or any extra work done without authority, will be considered as unauthorized and will not be paid for under the provisions of the contract. Work so done may be ordered removed or replaced at the Contractor's expense.

Upon failure on the part of the Contractor to comply with any order of the RPR made under the provisions of this subsection, the RPR will have authority to cause unacceptable work to be remedied or removed and replaced; and unauthorized work to be removed and recover the resulting costs as a liquidated damage against the Contractor.

50-11 Load restrictions. The Contractor shall comply with all legal load restrictions in the hauling of materials on public roads beyond the limits of the work. A special permit will not relieve the Contractor of liability for damage that may result from the moving of material or equipment.

The operation of equipment of such weight or so loaded as to cause damage to structures or to any other type of construction will not be permitted. Hauling of materials over the base course or surface course under construction shall be limited as directed. No loads will be permitted on a concrete pavement, base, or structure before the expiration of the curing period. The Contractor, at their own expense, shall be responsible for the repair to equal or better than preconstruction conditions of any damage caused by the Contractor's equipment and personnel.

50-12 Maintenance during construction. The Contractor shall maintain the work during construction and until the work is accepted. Maintenance shall constitute continuous and effective work prosecuted day by day, with adequate equipment and forces so that the work is maintained in satisfactory condition at all times.

In the case of a contract for the placing of a course upon a course or subgrade previously constructed, the Contractor shall maintain the previous course or subgrade during all construction operations.

All costs of maintenance work during construction and before the project is accepted shall be included in the unit prices bid on the various contract items, and the Contractor will not be paid an additional amount for such work.

50-13 Failure to maintain the work. Should the Contractor at any time fail to maintain the work as provided in paragraph 50-12, *Maintenance during Construction*, the RPR shall immediately notify the

Contractor of such noncompliance. Such notification shall specify a reasonable time within which the Contractor shall be required to remedy such unsatisfactory maintenance condition. The time specified will give due consideration to the exigency that exists.

Should the Contractor fail to respond to the RPR's notification, the Owner may suspend any work necessary for the Owner to correct such unsatisfactory maintenance condition, depending on the exigency that exists. Any maintenance cost incurred by the Owner, shall be recovered as a liquidated damage against the Contractor.

50-14 Partial acceptance. If at any time during the execution of the project the Contractor substantially completes a usable unit or portion of the work, the occupancy of which will benefit the Owner, the Contractor may request the RPR to make final inspection of that unit. If the RPR finds upon inspection that the unit has been satisfactorily completed in compliance with the contract, the RPR may accept it as being complete, and the Contractor may be relieved of further responsibility for that unit. Such partial acceptance and beneficial occupancy by the Owner shall not void or alter any provision of the contract.

50-15 Final acceptance. Upon due notice from the Contractor of presumptive completion of the entire project, the RPR and Owner will make an inspection. If all construction provided for and contemplated by the contract is found to be complete in accordance with the contract, plans, and specifications, such inspection shall constitute the final inspection. The RPR shall notify the Contractor in writing of final acceptance as of the date of the final inspection.

If, however, the inspection discloses any work, in whole or in part, as being unsatisfactory, the RPR will notify the Contractor and the Contractor shall correct the unsatisfactory work. Upon correction of the work, another inspection will be made which shall constitute the final inspection, provided the work has been satisfactorily completed. In such event, the RPR will make the final acceptance and notify the Contractor in writing of this acceptance as of the date of final inspection.

50-16 Claims for adjustment and disputes. If for any reason the Contractor deems that additional compensation is due for work or materials not clearly provided for in the contract, plans, or specifications or previously authorized as extra work, the Contractor shall notify the RPR in writing of their intention to claim such additional compensation before the Contractor begins the work on which the Contractor bases the claim. If such notification is not given or the RPR is not afforded proper opportunity by the Contractor for keeping strict account of actual cost as required, then the Contractor hereby agrees to waive any claim for such additional compensation. Such notice by the Contractor and the fact that the RPR has kept account of the cost of the work shall not in any way be construed as proving or substantiating the validity of the claim. When the work on which the claim for additional compensation is based has been completed, the Contractor shall, within 10 calendar days, submit a written claim to the RPR who will present it to the Owner for consideration in accordance with local laws or ordinances.

Nothing in this subsection shall be construed as a waiver of the Contractor's right to dispute final payment based on differences in measurements or computations.

END OF SECTION 50

(This page intentionally left blank)

Section 60 Control of Materials

60-01 Source of supply and quality requirements. The materials used in the work shall conform to the requirements of the contract, plans, and specifications. Unless otherwise specified, such materials that are manufactured or processed shall be new (as compared to used or reprocessed).

In order to expedite the inspection and testing of materials, the Contractor shall furnish documentation to the RPR as to the origin, composition, and manufacture of all materials to be used in the work. Documentation shall be furnished promptly after execution of the contract but, in all cases, prior to delivery of such materials.

At the RPR's option, materials may be approved at the source of supply before delivery. If it is found after trial that sources of supply for previously approved materials do not produce specified products, the Contractor shall furnish materials from other sources.

The Contractor shall furnish airport lighting equipment that meets the requirements of the specifications; and is listed in AC 150/5345-53, *Airport Lighting Equipment Certification Program and Addendum*, that is in effect on the date of advertisement.

60-02 Samples, tests, and cited specifications. All materials used in the work shall be inspected, tested, and approved by the RPR before incorporation in the work unless otherwise designated. Any work in which untested materials are used without approval or written permission of the RPR shall be performed at the Contractor's risk. Materials found to be unacceptable and unauthorized will not be paid for and, if directed by the RPR, shall be removed at the Contractor's expense.

Unless otherwise designated, quality assurance tests will be made by and at the expense of the Owner in accordance with the cited standard methods of ASTM, American Association of State Highway and Transportation Officials (AASHTO), federal specifications, Commercial Item Descriptions, and all other cited methods, which are current on the date of advertisement for bids.

The testing organizations performing on-site quality assurance field tests shall have copies of all referenced standards on the construction site for use by all technicians and other personnel. Unless otherwise designated, samples for quality assurance will be taken by a qualified representative of the RPR. All materials being used are subject to inspection, test, or rejection at any time prior to or during incorporation into the work. Copies of all tests will be furnished to the Contractor's representative at their request after review and approval of the RPR.

A copy of all Contractor QC test data shall be provided to the RPR, in an electronic format, on a weekly basis. After completion of the project, and prior to final payment, the Contractor shall submit a final report to the RPR showing all test data reports, plus an analysis of all results showing ranges, averages, and corrective action taken on all failing tests.

The Contractor shall employ a Quality Control (QC) testing organization to perform all Contractor required QC tests in accordance with Item C-100 Contractor Quality Control Program (CQCP).

60-03 Certification of compliance/analysis (COC/COA). The RPR may permit the use, prior to sampling and testing, of certain materials or assemblies when accompanied by manufacturer's COC stating that such materials or assemblies fully comply with the requirements of the contract. The certificate shall be signed by the manufacturer. Each lot of such materials or assemblies delivered to the

work must be accompanied by a certificate of compliance in which the lot is clearly identified. The COA is the manufacturer's COC and includes all applicable test results.

Materials or assemblies used on the basis of certificates of compliance may be sampled and tested at any time and if found not to be in conformity with contract requirements will be subject to rejection whether in place or not.

The form and distribution of certificates of compliance shall be as approved by the RPR.

When a material or assembly is specified by "brand name or equal" and the Contractor elects to furnish the specified "or equal," the Contractor shall be required to furnish the manufacturer's certificate of compliance for each lot of such material or assembly delivered to the work. Such certificate of compliance shall clearly identify each lot delivered and shall certify as to:

- a. Conformance to the specified performance, testing, quality or dimensional requirements; and,
- b. Suitability of the material or assembly for the use intended in the contract work.

The RPR shall be the sole judge as to whether the proposed "or equal" is suitable for use in the work.

The RPR reserves the right to refuse permission for use of materials or assemblies on the basis of certificates of compliance.

60-04 Plant inspection. The RPR or their authorized representative may inspect, at its source, any specified material or assembly to be used in the work. Manufacturing plants may be inspected from time to time for the purpose of determining compliance with specified manufacturing methods or materials to be used in the work and to obtain samples required for acceptance of the material or assembly.

Should the RPR conduct plant inspections, the following conditions shall exist:

- a. The RPR shall have the cooperation and assistance of the Contractor and the producer with whom the Contractor has contracted for materials.
- b. The RPR shall have full entry at all reasonable times to such parts of the plant that concern the manufacture or production of the materials being furnished.
- c. If required by the RPR, the Contractor shall arrange for adequate office or working space that may be reasonably needed for conducting plant inspections. Place office or working space in a convenient location with respect to the plant.

It is understood and agreed that the Owner shall have the right to retest any material that has been tested and approved at the source of supply after it has been delivered to the site. The RPR shall have the right to reject only material which, when retested, does not meet the requirements of the contract, plans, or specifications.

60-05 Engineer/ Resident Project Representative (RPR) field office. An Engineer/RPR field office is not required.

60-06 Storage of materials. Materials shall be stored to assure the preservation of their quality and fitness for the work. Stored materials, even though approved before storage, may again be inspected prior to their use in the work. Stored materials shall be located to facilitate their prompt inspection. The

Contractor shall coordinate the storage of all materials with the RPR. Materials to be stored on airport property shall not create an obstruction to air navigation nor shall they interfere with the free and unobstructed movement of aircraft. Unless otherwise shown on the plans and/or CSPP, the storage of materials and the location of the Contractor's plant and parked equipment or vehicles shall be as directed by the RPR. Private property shall not be used for storage purposes without written permission of the Owner or lessee of such property. The Contractor shall make all arrangements and bear all expenses for the storage of materials on private property. Upon request, the Contractor shall furnish the RPR a copy of the property Owner's permission.

All storage sites on private or airport property shall be restored to their original condition by the Contractor at their expense, except as otherwise agreed to (in writing) by the Owner or lessee of the property.

60-07 Unacceptable materials. Any material or assembly that does not conform to the requirements of the contract, plans, or specifications shall be considered unacceptable and shall be rejected. The Contractor shall remove any rejected material or assembly from the site of the work, unless otherwise instructed by the RPR.

Rejected material or assembly, the defects of which have been corrected by the Contractor, shall not be returned to the site of the work until such time as the RPR has approved its use in the work.

60-08 Owner furnished materials. The Contractor shall furnish all materials required to complete the work, except those specified, if any, to be furnished by the Owner. Owner-furnished materials shall be made available to the Contractor at the location specified.

All costs of handling, transportation from the specified location to the site of work, storage, and installing Owner-furnished materials shall be included in the unit price bid for the contract item in which such Owner-furnished material is used.

After any Owner-furnished material has been delivered to the location specified, the Contractor shall be responsible for any demurrage, damage, loss, or other deficiencies that may occur during the Contractor's handling, storage, or use of such Owner-furnished material. The Owner will deduct from any monies due or to become due the Contractor any cost incurred by the Owner in making good such loss due to the Contractor's handling, storage, or use of Owner-furnished materials.

END OF SECTION 60

(This page intentionally left blank)

Section 70 Legal Regulations and Responsibility to Public

70-01 Laws to be observed. The Contractor shall keep fully informed of all federal and state laws, all local laws, ordinances, and regulations and all orders and decrees of bodies or tribunals having any jurisdiction or authority, which in any manner affect those engaged or employed on the work, or which in any way affect the conduct of the work. The Contractor shall at all times observe and comply with all such laws, ordinances, regulations, orders, and decrees; and shall protect and indemnify the Owner and all their officers, agents, or servants against any claim or liability arising from or based on the violation of any such law, ordinance, regulation, order, or decree, whether by the Contractor or the Contractor's employees.

70-02 Permits, licenses, and taxes. The Contractor shall procure all permits and licenses, pay all charges, fees, and taxes, and give all notices necessary and incidental to the due and lawful execution of the work.

70-03 Patented devices, materials, and processes. If the Contractor is required or desires to use any design, device, material, or process covered by letters of patent or copyright, the Contractor shall provide for such use by suitable legal agreement with the Patentee or Owner. The Contractor and the surety shall indemnify and hold harmless the Owner, any third party, or political subdivision from any and all claims for infringement by reason of the use of any such patented design, device, material or process, or any trademark or copyright, and shall indemnify the Owner for any costs, expenses, and damages which it may be obliged to pay by reason of an infringement, at any time during the execution or after the completion of the work.

70-04 Restoration of surfaces disturbed by others. The Owner reserves the right to authorize the construction, reconstruction, or maintenance of any public or private utility service, FAA or National Oceanic and Atmospheric Administration (NOAA) facility, or a utility service of another government agency at any time during the progress of the work. To the extent that such construction, reconstruction, or maintenance has been coordinated with the Owner, such authorized work (by others) must be shown on the plans.

Except as listed above, the Contractor shall not permit any individual, firm, or corporation to excavate or otherwise disturb such utility services or facilities located within the limits of the work without the written permission of the RPR.

Should the Owner of public or private utility service, FAA, or NOAA facility, or a utility service of another government agency be authorized to construct, reconstruct, or maintain such utility service or facility during the progress of the work, the Contractor shall cooperate with such Owners by arranging and performing the work in this contract to facilitate such construction, reconstruction or maintenance by others whether or not such work by others is listed above. When ordered as extra work by the RPR, the Contractor shall make all necessary repairs to the work which are due to such authorized work by others, unless otherwise provided for in the contract, plans, or specifications. It is understood and agreed that the Contractor shall not be entitled to make any claim for damages due to such authorized work by others or for any delay to the work resulting from such authorized work.

70-05 Federal Participation. The United States Government has agreed to reimburse the Owner for some portion of the contract costs. The contract work is subject to the inspection and approval of duly authorized representatives of the FAA Administrator. No requirement of this contract shall be construed as making the United States a party to the contract nor will any such requirement interfere, in any way, with the rights of either party to the contract.

70-06 Sanitary, health, and safety provisions. The Contractor's worksite and facilities shall comply with applicable federal, state, and local requirements for health, safety and sanitary provisions.

70-07 Public convenience and safety. The Contractor shall control their operations and those of their subcontractors and all suppliers, to assure the least inconvenience to the traveling public. Under all circumstances, safety shall be the most important consideration.

The Contractor shall maintain the free and unobstructed movement of aircraft and vehicular traffic with respect to their own operations and those of their own subcontractors and all suppliers in accordance with Section 40, paragraph 40-05, *Maintenance of Traffic*, and shall limit such operations for the convenience and safety of the traveling public as specified in Section 80, paragraph 80-04, *Limitation of Operations*.

The Contractor shall remove or control debris and rubbish resulting from its work operations at frequent intervals, and upon the order of the RPR. If the RPR determines the existence of Contractor debris in the work site represents a hazard to airport operations and the Contractor is unable to respond in a prompt and reasonable manner, the RPR reserves the right to assign the task of debris removal to a third party and recover the resulting costs as a liquidated damage against the Contractor.

70-08 Construction Safety and Phasing Plan (CSPP). The Contractor shall complete the work in accordance with the approved Construction Safety and Phasing Plan (CSPP) developed in accordance with AC 150/5370-2, Operational Safety on Airports During Construction. **The CSPP is included in Section 4 of the Special Provisions within these Bid Documents.**

70-09 Use of explosives. The use of explosives is not permitted on this project.

70-10 Protection and restoration of property and landscape. The Contractor shall be responsible for the preservation of all public and private property, and shall protect carefully from disturbance or damage all land monuments and property markers until the Engineer/RPR has witnessed or otherwise referenced their location and shall not move them until directed.

The Contractor shall be responsible for all damage or injury to property of any character, during the execution of the work, resulting from any act, omission, neglect, or misconduct in manner or method of executing the work, or at any time due to defective work or materials, and said responsibility shall not be released until the project has been completed and accepted.

When or where any direct or indirect damage or injury is done to public or private property by or on account of any act, omission, neglect, or misconduct in the execution of the work, or in consequence of the non-execution thereof by the Contractor, the Contractor shall restore, at their expense, such property to a condition similar or equal to that existing before such damage or injury was done, by repairing, or otherwise restoring as may be directed, or the Contractor shall make good such damage or injury in an acceptable manner.

70-11 Responsibility for damage claims. The Contractor shall indemnify and hold harmless the Engineer/RPR and the Owner and their officers, agents, and employees from all suits, actions, or claims, of any character, brought because of any injuries or damage received or sustained by any person, persons, or property on account of the operations of the Contractor; or on account of or in consequence of any neglect in safeguarding the work; or through use of unacceptable materials in constructing the work; or because of any act or omission, neglect, or misconduct of said Contractor; or because of any claims or amounts recovered from any infringements of patent, trademark, or copyright; or from any claims or amounts arising or recovered under the "Workmen's Compensation Act," or any other law, ordinance, order, or decree. Money due the Contractor under and by virtue of their own contract considered

necessary by the Owner for such purpose may be retained for the use of the Owner or, in case no money is due, their own surety may be held until such suits, actions, or claims for injuries or damages shall have been settled and suitable evidence to that effect furnished to the Owner, except that money due the Contractor will not be withheld when the Contractor produces satisfactory evidence that he or she is adequately protected by public liability and property damage insurance.

70-12 Third party beneficiary clause. It is specifically agreed between the parties executing the contract that it is not intended by any of the provisions of any part of the contract to create for the public or any member thereof, a third-party beneficiary or to authorize anyone not a party to the contract to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of the contract.

70-13 Opening sections of the work to traffic. If it is necessary for the Contractor to complete portions of the contract work for the beneficial occupancy of the Owner prior to completion of the entire contract, such “phasing” of the work is indicated on the approved Construction Safety and Phasing Plan (CSPP) and the project plans. When so specified, the Contractor shall complete such portions of the work on or before the date specified or as otherwise specified.

Upon completion of any portion of work listed above, such portion shall be accepted by the Owner in accordance with Section 50, paragraph 50-14, *Partial Acceptance*.

No portion of the work may be opened by the Contractor until directed by the Owner in writing. Should it become necessary to open a portion of the work to traffic on a temporary or intermittent basis, such openings shall be made when, in the opinion of the RPR, such portion of the work is in an acceptable condition to support the intended traffic. Temporary or intermittent openings are considered to be inherent in the work and shall not constitute either acceptance of the portion of the work so opened or a waiver of any provision of the contract. Any damage to the portion of the work so opened that is not attributable to traffic which is permitted by the Owner shall be repaired by the Contractor at their expense.

The Contractor shall make their own estimate of the inherent difficulties involved in completing the work under the conditions herein described and shall not claim any added compensation by reason of delay or increased cost due to opening a portion of the contract work.

The Contractor must conform to safety standards contained AC 150/5370-2 and the approved CSPP.

Contractor shall refer to the plans, specifications, and the approved CSPP to identify barricade requirements, temporary and/or permanent markings, airfield lighting, guidance signs and other safety requirements prior to opening up sections of work to traffic.

70-14 Contractor’s responsibility for work. Until the RPR’s final written acceptance of the entire completed work, excepting only those portions of the work accepted in accordance with Section 50, paragraph 50-14, *Partial Acceptance*, the Contractor shall have the charge and care thereof and shall take every precaution against injury or damage to any part due to the action of the elements or from any other cause, whether arising from the execution or from the non-execution of the work. The Contractor shall rebuild, repair, restore, and make good all injuries or damages to any portion of the work occasioned by any of the above causes before final acceptance and shall bear the expense thereof except damage to the work due to unforeseeable causes beyond the control of and without the fault or negligence of the Contractor, including but not restricted to acts of God such as earthquake, tidal wave, tornado, hurricane or other cataclysmic phenomenon of nature, or acts of the public enemy or of government authorities.

If the work is suspended for any cause whatever, the Contractor shall be responsible for the work and shall take such precautions necessary to prevent damage to the work. The Contractor shall provide for

normal drainage and shall erect necessary temporary structures, signs, or other facilities at their own expense. During such period of suspension of work, the Contractor shall properly and continuously maintain in an acceptable growing condition all living material in newly established planting, seeding, and sodding furnished under the contract, and shall take adequate precautions to protect new tree growth and other important vegetative growth against injury.

70-15 Contractor's responsibility for utility service and facilities of others. As provided in paragraph 70-04, *Restoration of Surfaces Disturbed by Others*, the Contractor shall cooperate with the owner of any public or private utility service, FAA or NOAA, or a utility service of another government agency that may be authorized by the Owner to construct, reconstruct or maintain such utility services or facilities during the progress of the work. In addition, the Contractor shall control their operations to prevent the unscheduled interruption of such utility services and facilities.

To the extent that such public or private utility services, FAA, or NOAA facilities, or utility services of another governmental agency are known to exist within the limits of the contract work, the approximate locations have been indicated on the plans and/or in the contract documents.

It is understood and agreed that the Owner does not guarantee the accuracy or the completeness of the location information relating to existing utility services, facilities, or structures that may be shown on the plans or encountered in the work. Any inaccuracy or omission in such information shall not relieve the Contractor of the responsibility to protect such existing features from damage or unscheduled interruption of service.

It is further understood and agreed that the Contractor shall, upon execution of the contract, notify the Owners of all utility services or other facilities of their plan of operations. Such notification shall be in writing addressed to "The Person to Contact" as provided in this paragraph and paragraph 70-04, *Restoration of Surfaces Disturbed By Others*. A copy of each notification shall be given to the RPR.

In addition to the general written notification provided, it shall be the responsibility of the Contractor to keep such individual Owners advised of changes in their plan of operations that would affect such Owners.

Prior to beginning the work in the general vicinity of an existing utility service or facility, the Contractor shall again notify each such Owner of their plan of operation. If, in the Contractor's opinion, the Owner's assistance is needed to locate the utility service or facility or the presence of a representative of the Owner is desirable to observe the work, such advice should be included in the notification. Such notification shall be given by the most expeditious means to reach the utility owner's "Person to Contact" no later than two normal business days prior to the Contractor's commencement of operations in such general vicinity. The Contractor shall furnish a written summary of the notification to the RPR.

The Contractor's failure to give the two days' notice shall be cause for the Owner to suspend the Contractor's operations in the general vicinity of a utility service or facility.

Where the outside limits of an underground utility service have been located and staked on the ground, the Contractor shall be required to use hand excavation methods within 3 feet (1 m) of such outside limits at such points as may be required to ensure protection from damage due to the Contractor's operations.

Should the Contractor damage or interrupt the operation of a utility service or facility by accident or otherwise, the Contractor shall immediately notify the proper authority and the RPR and shall take all reasonable measures to prevent further damage or interruption of service. The Contractor, in such events,

shall cooperate with the utility service or facility owner and the RPR continuously until such damage has been repaired and service restored to the satisfaction of the utility or facility owner.

The Contractor shall bear all costs of damage and restoration of service to any utility service or facility due to their operations whether due to negligence or accident. The Owner reserves the right to deduct such costs from any monies due or which may become due the Contractor, or their own surety.

70-15.1 FAA facilities and cable runs. The Contractor is hereby advised that the construction limits of the project include existing facilities and buried cable runs that are owned, operated and maintained by the FAA. The Contractor, during the execution of the project work, shall comply with the following:

a. The Contractor shall permit FAA maintenance personnel the right of access to the project work site for purposes of inspecting and maintaining all existing FAA owned facilities.

b. The Contractor shall provide notice to the FAA Air Traffic Organization (ATO)/Technical Operations/System Support Center (SSC) Point-of-Contact through the GFIAA a minimum of seven (7) calendar days prior to commencement of construction activities in order to permit sufficient time to locate and mark existing buried cables and to schedule any required facility outages.

c. Any damage to FAA cables, access roads, or FAA facilities during construction caused by the Contractor's equipment or personnel whether by negligence or accident will require the Contractor to repair or replace the damaged cables, access road, or FAA facilities to FAA requirements. The Contractor shall not bear the cost to repair damage to underground facilities or utilities improperly located by the FAA.

d. If the project work requires the cutting or splicing of FAA owned cables, the FAA Point-of-Contact shall be contacted a minimum of 72 hours prior to the time the cable work commences. The FAA reserves the right to have a FAA representative on site to observe the splicing of the cables as a condition of acceptance. All cable splices are to be accomplished in accordance with FAA specifications and require approval by the FAA Point-of-Contact as a condition of acceptance by the Owner. The Contractor is hereby advised that FAA restricts the location of where splices may be installed. If a cable splice is required in a location that is not permitted by FAA, the Contractor shall furnish and install a sufficient length of new cable that eliminates the need for any splice.

70-16 Furnishing rights-of-way. The Owner will be responsible for furnishing all rights-of-way upon which the work is to be constructed in advance of the Contractor's operations.

70-17 Personal liability of public officials. In carrying out any of the contract provisions or in exercising any power or authority granted by this contract, there shall be no liability upon the Engineer, RPR, their authorized representatives, or any officials of the Owner either personally or as an official of the Owner. It is understood that in such matters they act solely as agents and representatives of the Owner.

70-18 No waiver of legal rights. Upon completion of the work, the Owner will expeditiously make final inspection and notify the Contractor of final acceptance. Such final acceptance, however, shall not preclude or stop the Owner from correcting any measurement, estimate, or certificate made before or after completion of the work, nor shall the Owner be precluded or stopped from recovering from the Contractor or their surety, or both, such overpayment as may be sustained, or by failure on the part of the Contractor to fulfill their obligations under the contract. A waiver on the part of the Owner of any breach of any part of the contract shall not be held to be a waiver of any other or subsequent breach.

The Contractor, without prejudice to the terms of the contract, shall be liable to the Owner for latent defects, fraud, or such gross mistakes as may amount to fraud, or as regards the Owner's rights under any warranty or guaranty.

70-19 Environmental protection. The Contractor shall comply with all federal, state, and local laws and regulations controlling pollution of the environment. The Contractor shall take necessary precautions to prevent pollution of streams, lakes, ponds, and reservoirs with fuels, oils, asphalts, chemicals, or other harmful materials and to prevent pollution of the atmosphere from particulate and gaseous matter.

70-20 Archaeological and historical findings. Unless otherwise specified in this subsection, the Contractor is advised that the site of the work is not within any property, district, or site, and does not contain any building, structure, or object listed in the current National Register of Historic Places published by the United States Department of Interior.

Should the Contractor encounter, during their operations, any building, part of a building, structure, or object that is incongruous with its surroundings, the Contractor shall immediately cease operations in that location and notify the RPR. The RPR will immediately investigate the Contractor's finding and the Owner will direct the Contractor to either resume operations or to suspend operations as directed.

Should the Owner order suspension of the Contractor's operations in order to protect an archaeological or historical finding, or order the Contractor to perform extra work, such shall be covered by an appropriate contract change order or supplemental agreement as provided in Section 40, paragraph 40-04, *Extra Work*, and Section 90, paragraph 90-05, *Payment for Extra Work*. If appropriate, the contract change order or supplemental agreement shall include an extension of contract time in accordance with Section 80, paragraph 80-07, *Determination and Extension of Contract Time*.

70-21 Insurance Requirements. Local insurance requirements are posted on the 'Documents and Forms' page of the GFIAA website within the Purchasing Terms and Conditions document.

END OF SECTION 70

Section 80 Execution and Progress

80-01 Subletting of contract. The Owner will not recognize any subcontractor on the work. The Contractor shall at all times when work is in progress be represented either in person, by a qualified superintendent, or by other designated, qualified representative who is duly authorized to receive and execute orders of the Resident Project Representative (RPR).

The Contractor shall perform, with his organization, an amount of work equal to at least 25% percent of the total contract cost.

Should the Contractor elect to assign their contract, said assignment shall be concurred in by the surety, shall be presented for the consideration and approval of the Owner, and shall be consummated only on the written approval of the Owner.

The Contractor shall provide copies of all subcontracts to the RPR 14 days prior to being utilized on the project. As a minimum, the information shall include the following:

- Subcontractor's legal company name.
- Subcontractor's legal company address, including County name.
- Principal contact person's name, telephone and fax number.
- Complete narrative description, and dollar value of the work to be performed by the subcontractor.
- Copies of required insurance certificates in accordance with the specifications.
- Minority/ non-minority status.

80-02 Notice to proceed (NTP). The Owners notice to proceed will state the date on which contract time commences. The Contractor is expected to commence project operations within 10 days of the NTP date. The Contractor shall notify the RPR at least 24 hours in advance of the time contract operations begins. The Contractor shall not commence any actual operations prior to the date on which the notice to proceed is issued by the Owner.

80-03 Execution and progress. Unless otherwise specified, the Contractor shall submit their coordinated construction schedule showing all work activities for the RPR's review and acceptance at least 10 days prior to the start of work. The Contractor's progress schedule, once accepted by the RPR, will represent the Contractor's baseline plan to accomplish the project in accordance with the terms and conditions of the Contract. The RPR will compare actual Contractor progress against the baseline schedule to determine that status of the Contractor's performance. The Contractor shall provide sufficient materials, equipment, and labor to guarantee the completion of the project in accordance with the plans and specifications within the time set forth in the proposal.

If the Contractor falls significantly behind the submitted schedule, the Contractor shall, upon the RPR's request, submit a revised schedule for completion of the work within the contract time and modify their operations to provide such additional materials, equipment, and labor necessary to meet the revised

schedule. Should the execution of the work be discontinued for any reason, the Contractor shall notify the RPR at least 24 hours in advance of resuming operations.

The Contractor shall not commence any actual construction prior to the date on which the NTP is issued by the Owner.

The project schedule shall be prepared as a network diagram in Critical Path Method (CPM), Program Evaluation and Review Technique (PERT), or other format, or as otherwise specified. It shall include information on the sequence of work activities, milestone dates, and activity duration. The schedule shall show all work items identified in the project proposal for each work area and shall include the project start date and end date.

The Contractor shall maintain the work schedule and provide an update and analysis of the progress schedule on a twice monthly basis, or as otherwise specified in the contract. Submission of the work schedule shall not relieve the Contractor of overall responsibility for scheduling, sequencing, and coordinating all work to comply with the requirements of the contract.

80-04 Limitation of operations. The Contractor shall control their operations and the operations of their subcontractors and all suppliers to provide for the free and unobstructed movement of aircraft in the air operations areas (AOA) of the airport.

When the work requires the Contractor to conduct their operations within an AOA of the airport, the work shall be coordinated with airport operations (through the RPR) at least 48 hours prior to commencement of such work. The Contractor shall not close an AOA until so authorized by the RPR and until the necessary temporary marking, signage and associated lighting is in place as provided in Section 70, paragraph 70-08, *Construction Safety and Phasing Plan (CSPP)*.

When the contract work requires the Contractor to work within an AOA of the airport on an intermittent basis (intermittent opening and closing of the AOA), the Contractor shall maintain constant communications as specified; immediately obey all instructions to vacate the AOA; and immediately obey all instructions to resume work in such AOA. Failure to maintain the specified communications or to obey instructions shall be cause for suspension of the Contractor's operations in the AOA until satisfactory conditions are provided. The areas of the AOA identified in the Construction Safety Phasing Plan (CSPP) and as listed below, cannot be closed to operating aircraft to permit the Contractor's operations on a continuous basis and will therefore be closed to aircraft operations according to the Construction Safety and Phasing Plan (CSPP).

The Contractor shall be required to conform to safety standards contained in AC 150/5370-2, Operational Safety on Airports During Construction and the approved CSPP.

80-04.1 Operational safety on airport during construction. All Contractors' operations shall be conducted in accordance with the approved project Construction Safety and Phasing Plan (CSPP) and the Safety Plan Compliance Document (SPCD) and the provisions set forth within the current version of AC 150/5370-2, Operational Safety on Airports During Construction. The CSPP included within the contract documents conveys minimum requirements for operational safety on the airport during construction activities. The Contractor shall prepare and submit a SPCD that details how it proposes to comply with the requirements presented within the CSPP.

Details of the project phasing, AOA closures, intermittent AOA closures, and the Contractor's responsibilities may be found in the CSPP. **The CSPP is included in Section 4 of the Special Provisions within these Bid Documents.**

The Contractor shall implement all necessary safety plan measures prior to commencement of any work activity. The Contractor shall conduct routine checks to assure compliance with the safety plan measures.

The Contractor is responsible to the Owner for the conduct of all subcontractors it employs on the project. The Contractor shall assure that all subcontractors are made aware of the requirements of the CSPP and SPCD and that they implement and maintain all necessary measures.

No deviation or modifications may be made to the approved CSPP and SPCD unless approved in writing by the Owner. The necessary coordination actions to review Contractor proposed modifications to an approved CSPP or approved SPCD can require a significant amount of time.

80-05 Character of workers, methods, and equipment. The Contractor shall, at all times, employ sufficient labor and equipment for prosecuting the work to full completion in the manner and time required by the contract, plans, and specifications.

All workers shall have sufficient skill and experience to perform properly the work assigned to them. Workers engaged in special work or skilled work shall have sufficient experience in such work and in the operation of the equipment required to perform the work satisfactorily.

Any person employed by the Contractor or by any subcontractor who violates any operational regulations or operational safety requirements and, in the opinion of the RPR, does not perform his work in a proper and skillful manner or is intemperate or disorderly shall, at the written request of the RPR, be removed immediately by the Contractor or subcontractor employing such person, and shall not be employed again in any portion of the work without approval of the RPR.

Should the Contractor fail to remove such person or persons, or fail to furnish suitable and sufficient personnel for the proper execution of the work, the RPR may suspend the work by written notice until compliance with such orders.

All equipment that is proposed to be used on the work shall be of sufficient size and in such mechanical condition as to meet requirements of the work and to produce a satisfactory quality of work. Equipment used on any portion of the work shall not cause injury to previously completed work, adjacent property, or existing airport facilities due to its use.

When the methods and equipment to be used by the Contractor in accomplishing the work are not prescribed in the contract, the Contractor is free to use any methods or equipment that will accomplish the work in conformity with the requirements of the contract, plans, and specifications.

When the contract specifies the use of certain methods and equipment, such methods and equipment shall be used unless otherwise authorized by the RPR. If the Contractor desires to use a method or type of equipment other than specified in the contract, the Contractor may request authority from the RPR to do so. The request shall be in writing and shall include a full description of the methods and equipment proposed and of the reasons for desiring to make the change. If approval is given, it will be on the condition that the Contractor will be fully responsible for producing work in conformity with contract requirements. If, after trial use of the substituted methods or equipment, the RPR determines that the work produced does not meet contract requirements, the Contractor shall discontinue the use of the substitute method or equipment and shall complete the remaining work with the specified methods and equipment. The Contractor shall remove any deficient work and replace it with work of specified quality, or take such other corrective action as the RPR may direct. No change will be made in basis of payment for the contract items involved nor in contract time as a result of authorizing a change in methods or equipment under this paragraph.

80-06 Temporary suspension of the work. The Owner shall have the authority to suspend the work wholly, or in part, for such period or periods the Owner may deem necessary, due to unsuitable weather, or other conditions considered unfavorable for the execution of the work, or for such time necessary due to the failure on the part of the Contractor to carry out orders given or perform any or all provisions of the contract.

In the event that the Contractor is ordered by the Owner, in writing, 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 written order to suspend work to the effective date of the written order to resume the work. Claims for such compensation shall be filed with the RPR within the time period stated in the RPR's order to resume work. The Contractor shall submit with their own claim information substantiating the amount shown on the claim. The RPR will forward the Contractor's claim to the Owner for 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 or for any other delay provided for in the contract, plans, or specifications.

If it becomes necessary to suspend work for an indefinite period, the Contractor shall store all materials in such manner that they will not become an obstruction nor become damaged in any way. The Contractor shall take every precaution to prevent damage or deterioration of the work performed and provide for normal drainage of the work. The Contractor shall erect temporary structures where necessary to provide for traffic on, to, or from the airport.

80-07 Determination and extension of contract time. The number of calendar days shall be stated in the proposal and contract and shall be known as the Contract Time.

If the contract time requires extension for reasons beyond the Contractor's control, it shall be adjusted as follows:

80-07.1 Contract time based on calendar days. Contract Time based on calendar days shall consist of the number of calendar days stated in the contract counting from the effective date of the Notice to Proceed and including all Saturdays, Sundays, holidays, and non-work days. All calendar days elapsing between the effective dates of the Owner's orders to suspend and resume all work, due to causes not the fault of the Contractor, shall be excluded.

At the time of final payment, the contract time shall be increased in the same proportion as the cost of the actually completed quantities bears to the cost of the originally estimated quantities in the proposal. Such increase in the contract time shall not consider either cost of work or the extension of contract time that has been covered by a change order or supplemental agreement. Charges against the contract time will cease as of the date of final acceptance.

80-08 Failure to complete on time. For each calendar day or working day, as specified in the contract, that any work remains uncompleted after the contract time (including all extensions and adjustments as provided in paragraph 80-07, *Determination and Extension of Contract Time*) the sum specified in the contract and proposal as liquidated damages (LD) will be deducted from any money due or to become due the Contractor or their own surety. Such deducted sums shall not be deducted as a penalty but shall be considered as liquidation of a reasonable portion of damages including but not limited to additional engineering services that will be incurred by the Owner should the Contractor fail to complete the work in the time provided in their contract.

Schedule	Liquidated Damages Cost	Allowed Construction Time
Refer to the Construction Safety and Phasing Plans of the Contract Drawings for construction phase descriptions, durations, and corresponding liquidated damages.		

The maximum construction time allowed for all project phases will be the sum of the time allowed for individual schedules but not more than the total contract time indicated on the Construction Safety and Phasing Drawings. Permitting the Contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a waiver on the part of the Owner of any of its rights under the contract.

80-09 Default and termination of contract. The Contractor shall be considered in default of their contract and such default will be considered as cause for the Owner to terminate the contract for any of the following reasons, if the Contractor:

- a. Fails to begin the work under the contract within the time specified in the Notice to Proceed, or
- b. Fails to perform the work or fails to provide sufficient workers, equipment and/or materials to assure completion of work in accordance with the terms of the contract, or
- c. Performs the work unsuitably or neglects or refuses to remove materials or to perform anew such work as may be rejected as unacceptable and unsuitable, or
- d. Discontinues the execution of the work, or
- e. Fails to resume work which has been discontinued within a reasonable time after notice to do so, or
- f. Becomes insolvent or is declared bankrupt, or commits any act of bankruptcy or insolvency, or
- g. Allows any final judgment to stand against the Contractor unsatisfied for a period of 10 days, or
- h. Makes an assignment for the benefit of creditors, or
- i. For any other cause whatsoever, fails to carry on the work in an acceptable manner.

Should the Owner consider the Contractor in default of the contract for any reason above, the Owner shall immediately give written notice to the Contractor and the Contractor’s surety as to the reasons for considering the Contractor in default and the Owner’s intentions to terminate the contract.

If the Contractor or surety, within a period of 10 days after such notice, does not proceed in accordance therewith, then the Owner will, upon written notification from the RPR of the facts of such delay, neglect, or default and the Contractor’s failure to comply with such notice, have full power and authority without violating the contract, to take the execution of the work out of the hands of the Contractor. The Owner may appropriate or use any or all materials and equipment that have been mobilized for use in the work and are acceptable and may enter into an agreement for the completion of said contract according to the terms and provisions thereof, or use such other methods as in the opinion of the RPR will be required for the completion of said contract in an acceptable manner.

All costs and charges incurred by the Owner, together with the cost of completing the work under contract, will be deducted from any monies due or which may become due the Contractor. If such

expense exceeds the sum which would have been payable under the contract, then the Contractor and the surety shall be liable and shall pay to the Owner the amount of such excess.

80-10 Termination for national emergencies. The Owner shall terminate the contract or portion thereof by written notice when the Contractor is prevented from proceeding with the construction contract as a direct result of an Executive Order of the President with respect to the execution of war or in the interest of national defense.

When the contract, or any portion thereof, is terminated before completion of all items of work in the contract, payment will be made for the actual number of units or items of work completed at the contract price or as mutually agreed for items of work partially completed or not started. No claims or loss of anticipated profits shall be considered.

Reimbursement for organization of the work, and other overhead expenses, (when not otherwise included in the contract) and moving equipment and materials to and from the job will be considered, the intent being that an equitable settlement will be made with the Contractor.

Acceptable materials, obtained or ordered by the Contractor for the work and that are not incorporated in the work shall, at the option of the Contractor, be purchased from the Contractor at actual cost as shown by receipted bills and actual cost records at such points of delivery as may be designated by the RPR.

Termination of the contract or a portion thereof shall neither relieve the Contractor of their responsibilities for the completed work nor shall it relieve their surety of its obligation for and concerning any just claim arising out of the work performed.

80-11 Work area, storage area and sequence of operations. The Contractor shall obtain approval from the RPR prior to beginning any work in all areas of the airport. No operating runway, taxiway, or air operations area (AOA) shall be crossed, entered, or obstructed while it is operational. The Contractor shall plan and coordinate work in accordance with the approved CSPP and SPCD.

END OF SECTION 80

Section 90 Measurement and Payment

90-01 Measurement of quantities. All work completed under the contract will be measured by the RPR, or their authorized representatives, using United States Customary Units of Measurement.

The method of measurement and computations to be used in determination of quantities of material furnished and of work performed under the contract will be those methods generally recognized as conforming to good engineering practice.

Unless otherwise specified, longitudinal measurements for area computations will be made horizontally, and no deductions will be made for individual fixtures (or leave-outs) having an area of 9 square feet (0.8 square meters) or less. Unless otherwise specified, transverse measurements for area computations will be the neat dimensions shown on the plans or ordered in writing by the RPR.

Unless otherwise specified, all contract items which are measured by the linear foot such as electrical ducts, conduits, pipe culverts, underdrains, and similar items shall be measured parallel to the base or foundation upon which such items are placed.

The term “lump sum” when used as an item of payment will mean complete payment for the work described in the contract. When a complete structure or structural unit (in effect, “lump sum” work) is specified as the unit of measurement, the unit will be construed to include all necessary fittings and accessories.

When requested by the Contractor and approved by the RPR in writing, material specified to be measured by the cubic yard (cubic meter) may be weighed, and such weights will be converted to cubic yards (cubic meters) for payment purposes. Factors for conversion from weight measurement to volume measurement will be determined by the RPR and shall be agreed to by the Contractor before such method of measurement of pay quantities is used.

Measurement and Payment Terms

Term	Description
Excavation and Embankment Volume	In computing volumes of excavation, the average end area method will be used unless otherwise specified.
Measurement and Proportion by Weight	The term “ton” will mean the short ton consisting of 2,000 pounds (907 kg) avoirdupois. All materials that are measured or proportioned by weights shall be weighed on accurate, independently certified scales by competent, qualified personnel at locations designated by the RPR. If material is shipped by rail, the car weight may be accepted provided that only the actual weight of material is paid for. However, car weights will not be acceptable for material to be passed through mixing plants. Trucks used to haul material being paid for by weight shall be weighed empty daily at such times as the RPR directs, and each truck shall bear a plainly legible identification mark.
Measurement by Volume	Materials to be measured by volume in the hauling vehicle shall be hauled in approved vehicles and measured therein at the point of delivery. Vehicles for this purpose may be of any size or type acceptable for the materials hauled, provided that the body is of such shape that the actual contents may be readily and

Term	Description
	accurately determined. All vehicles shall be loaded to at least their water level capacity, and all loads shall be leveled when the vehicles arrive at the point of delivery.
Asphalt Material	Asphalt materials will be measured by the gallon (liter) or ton (kg). When measured by volume, such volumes will be measured at 60°F (16°C) or will be corrected to the volume at 60°F (16°C) using ASTM D1250 for asphalts. Net certified scale weights or weights based on certified volumes in the case of rail shipments will be used as a basis of measurement, subject to correction when asphalt material has been lost from the car or the distributor, wasted, or otherwise not incorporated in the work. When asphalt materials are shipped by truck or transport, net certified weights by volume, subject to correction for loss or foaming, will be used for computing quantities.
Cement	Cement will be measured by the ton (kg) or hundredweight (km).
Structure	Structures will be measured according to neat lines shown on the plans or as altered to fit field conditions.
Timber	Timber will be measured by the thousand feet board measure (MFBM) actually incorporated in the structure. Measurement will be based on nominal widths and thicknesses and the extreme length of each piece.
Plates and Sheets	The thickness of plates and galvanized sheet used in the manufacture of corrugated metal pipe, metal plate pipe culverts and arches, and metal cribbing will be specified and measured in decimal fraction of inch.
Miscellaneous Items	When standard manufactured items are specified such as fence, wire, plates, rolled shapes, pipe conduit, etc., and these items are identified by gauge, unit weight, section dimensions, etc., such identification will be considered to be nominal weights or dimensions. Unless more stringently controlled by tolerances in cited specifications, manufacturing tolerances established by the industries involved will be accepted.
Scales	<p>Scales must be tested for accuracy and serviced before use. Scales for weighing materials which are required to be proportioned or measured and paid for by weight shall be furnished, erected, and maintained by the Contractor, or be certified permanently installed commercial scales. Platform scales shall be installed and maintained with the platform level and rigid bulkheads at each end. Scales shall be accurate within 0.5% of the correct weight throughout the range of use. The Contractor shall have the scales checked under the observation of the RPR before beginning work and at such other times as requested. The intervals shall be uniform in spacing throughout the graduated or marked length of the beam or dial and shall not exceed 0.1% of the nominal rated capacity of the scale, but not less than one pound (454 grams). The use of spring balances will not be permitted.</p> <p>In the event inspection reveals the scales have been “overweighing” (indicating more than correct weight) they will be immediately adjusted. All materials received subsequent to the last previous correct weighting-accuracy test will be reduced by the percentage of error in excess of 0.5%.</p> <p>In the event inspection reveals the scales have been under-weighing (indicating less than correct weight), they shall be immediately adjusted. No additional payment to the Contractor will be allowed for materials previously weighed and recorded.</p> <p>Beams, dials, platforms, and other scale equipment shall be so arranged that the operator and the RPR can safely and conveniently view them.</p>

Term	Description
	<p>Scale installations shall have available ten standard 50-pound (2.3 km) weights for testing the weighing equipment or suitable weights and devices for other approved equipment.</p> <p>All costs in connection with furnishing, installing, certifying, testing, and maintaining scales; for furnishing check weights and scale house; and for all other items specified in this subsection, for the weighing of materials for proportioning or payment, shall be included in the unit contract prices for the various items of the project.</p>
Rental Equipment	<p>Rental of equipment will be measured by time in hours of actual working time and necessary traveling time of the equipment within the limits of the work. Special equipment ordered in connection with extra work will be measured as agreed in the change order or supplemental agreement authorizing such work as provided in paragraph 90-05 <i>Payment for Extra Work</i>.</p>
Pay Quantities	<p>When the estimated quantities for a specific portion of the work are designated as the pay quantities in the contract, they shall be the final quantities for which payment for such specific portion of the work will be made, unless the dimensions of said portions of the work shown on the plans are revised by the RPR. If revised dimensions result in an increase or decrease in the quantities of such work, the final quantities for payment will be revised in the amount represented by the authorized changes in the dimensions.</p>

90-02 Scope of payment. The Contractor shall receive and accept compensation provided for in the contract as full payment for furnishing all materials, for performing all work under the contract in a complete and acceptable manner, and for all risk, loss, damage, or expense of whatever character arising out of the nature of the work or the execution thereof, subject to the provisions of Section 70, paragraph 70-18, *No Waiver of Legal Rights*.

When the “basis of payment” subsection of a technical specification requires that the contract price (price bid) include compensation for certain work or material essential to the item, this same work or material will not also be measured for payment under any other contract item which may appear elsewhere in the contract, plans, or specifications.

90-03 Compensation for altered quantities. When the accepted quantities of work vary from the quantities in the proposal, the Contractor shall accept as payment in full, so far as contract items are concerned, payment at the original contract price for the accepted quantities of work actually completed and accepted. No allowance, except as provided for in Section 40, paragraph 40-02, *Alteration of Work and Quantities*, will be made for any increased expense, loss of expected reimbursement, or loss of anticipated profits suffered or claimed by the Contractor which results directly from such alterations or indirectly from their own unbalanced allocation of overhead and profit among the contract items, or from any other cause.

90-04 Payment for omitted items. As specified in Section 40, paragraph 40-03, *Omitted Items*, the RPR shall have the right to omit from the work (order nonperformance) any contract item, except major contract items, in the best interest of the Owner.

Should the RPR omit or order nonperformance of a contract item or portion of such item from the work, the Contractor shall accept payment in full at the contract prices for any work actually completed and acceptable prior to the RPR’s order to omit or non-perform such contract item.

Acceptable materials ordered by the Contractor or delivered on the work prior to the date of the RPR's order will be paid for at the actual cost to the Contractor and shall thereupon become the property of the Owner.

In addition to the reimbursement hereinbefore provided, the Contractor shall be reimbursed for all actual costs incurred for the purpose of performing the omitted contract item prior to the date of the RPR's order. Such additional costs incurred by the Contractor must be directly related to the deleted contract item and shall be supported by certified statements by the Contractor as to the nature the amount of such costs.

90-05 Payment for extra work. Extra work, performed in accordance with Section 40, paragraph 40-04, *Extra Work*, will be paid for at the contract prices or agreed prices specified in the change order or supplemental agreement authorizing the extra work.

90-06 Partial payments. Partial payments will be made to the Contractor at least once each month as the work progresses. Said payments will be based upon estimates, prepared by the RPR, of the value of the work performed and materials complete and in place, in accordance with the contract, plans, and specifications. Such partial payments may also include the delivered actual cost of those materials stockpiled and stored in accordance with paragraph 90-07, *Payment for Materials on Hand*. No partial payment will be made when the amount due to the Contractor since the last estimate amounts to less than five hundred dollars.

a. From the total of the amount determined to be payable on a partial payment, 10% percent of such total amount will be deducted and retained by the Owner for protection of the Owner's interests. Unless otherwise instructed by the Owner, the amount retained by the Owner will be in effect until the final payment is made except as follows:

(1) Contractor may request release of retainage on work that has been partially accepted by the Owner in accordance with Section 50-14. Contractor must provide a certified invoice to the RPR that supports the value of retainage held by the Owner for partially accepted work.

(2) In lieu of retainage, the Contractor may exercise at its option the establishment of an escrow account per paragraph 90-08.

b. The Contractor is required to pay all subcontractors for satisfactory performance of their contracts no later than 30 days after the Contractor has received a partial payment. Contractor must provide the Owner evidence of prompt and full payment of retainage held by the prime Contractor to the subcontractor within 30 days after the subcontractor's work is satisfactorily completed. A subcontractor's work is satisfactorily completed when all the tasks called for in the subcontract have been accomplished and documented as required by the Owner. When the Owner has made an incremental acceptance of a portion of a prime contract, the work of a subcontractor covered by that acceptance is deemed to be satisfactorily completed.

c. When at least 95% of the work has been completed to the satisfaction of the RPR, the RPR shall, at the Owner's discretion and with the consent of the surety, prepare estimates of both the contract value and the cost of the remaining work to be done. The Owner may retain an amount not less than twice the contract value or estimated cost, whichever is greater, of the work remaining to be done. The remainder, less all

previous payments and deductions, will then be certified for payment to the Contractor.

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

No partial payment shall bind the Owner to the acceptance of any materials or work in place as to quality or quantity. All partial payments are subject to correction at the time of final payment as provided in paragraph 90-09, *Acceptance and Final Payment*.

The Contractor shall deliver to the Owner a complete release of all claims for labor and material arising out of this contract before the final payment is made. If any subcontractor or supplier fails to furnish such a release in full, the Contractor may furnish a bond or other collateral satisfactory to the Owner to indemnify the Owner against any potential lien or other such claim. The bond or collateral shall include all costs, expenses, and attorney fees the Owner may be compelled to pay in discharging any such lien or claim.

90-07 Payment for materials on hand. Partial payments may be made to the extent of the delivered cost of materials to be incorporated in the work, provided that such materials meet the requirements of the contract, plans, and specifications and are delivered to acceptable sites on the airport property or at other sites in the vicinity that are acceptable to the Owner. Such delivered costs of stored or stockpiled materials may be included in the next partial payment after the following conditions are met:

- a. The material has been stored or stockpiled in a manner acceptable to the RPR at or on an approved site.
- b. The Contractor has furnished the RPR with acceptable evidence of the quantity and quality of such stored or stockpiled materials.
- c. The Contractor has furnished the RPR with satisfactory evidence that the material and transportation costs have been paid.
- d. The Contractor has furnished the Owner legal title (free of liens or encumbrances of any kind) to the material stored or stockpiled.
- e. The Contractor has furnished the Owner evidence that the material stored or stockpiled is insured against loss by damage to or disappearance of such materials at any time prior to use in the work.

It is understood and agreed that the transfer of title and the Owner's payment for such stored or stockpiled materials shall in no way relieve the Contractor of their responsibility for furnishing and placing such materials in accordance with the requirements of the contract, plans, and specifications.

In no case will the amount of partial payments for materials on hand exceed the contract price for such materials or the contract price for the contract item in which the material is intended to be used.

No partial payment will be made for stored or stockpiled living or perishable plant materials.

The Contractor shall bear all costs associated with the partial payment of stored or stockpiled materials in accordance with the provisions of this paragraph.

90-08 Payment of withheld funds. At the Contractor's option, if an Owner withholds retainage in accordance with the methods described in paragraph 90-06 *Partial Payments*, the Contractor may request that the Owner deposit the retainage into an escrow account. The Owner's deposit of retainage into an escrow account is subject to the following conditions:

- a. The Contractor shall bear all expenses of establishing and maintaining an escrow account and escrow agreement acceptable to the Owner.
- b. The Contractor shall deposit to and maintain in such escrow only those securities or bank certificates of deposit as are acceptable to the Owner and having a value not less than the retainage that would otherwise be withheld from partial payment.
- c. The Contractor shall enter into an escrow agreement satisfactory to the Owner.
- d. The Contractor shall obtain the written consent of the surety to such agreement.

90-09 Acceptance and final payment. When the contract work has been accepted in accordance with the requirements of Section 50, paragraph 50-15, *Final Acceptance*, the RPR will prepare the final estimate of the items of work actually performed. The Contractor shall approve the RPR's final estimate or advise the RPR of the Contractor's objections to the final estimate which are based on disputes in measurements or computations of the final quantities to be paid under the contract as amended by change order or supplemental agreement. The Contractor and the RPR shall resolve all disputes (if any) in the measurement and computation of final quantities to be paid within 30 calendar days of the Contractor's receipt of the RPR's final estimate. If, after such 30-day period, a dispute still exists, the Contractor may approve the RPR's estimate under protest of the quantities in dispute, and such disputed quantities shall be considered by the Owner as a claim in accordance with Section 50, paragraph 50-16, *Claims for Adjustment and Disputes*.

After the Contractor has approved, or approved under protest, the RPR's final estimate, and after the RPR's receipt of the project closeout documentation required in paragraph 90-11, *Contractor Final Project Documentation*, final payment will be processed based on the entire sum, or the undisputed sum in case of approval under protest, determined to be due the Contractor less all previous payments and all amounts to be deducted under the provisions of the contract. All prior partial estimates and payments shall be subject to correction in the final estimate and payment.

If the Contractor has filed a claim for additional compensation under the provisions of Section 50, paragraph 50-16, *Claims for Adjustments and Disputes*, or under the provisions of this paragraph, such claims will be considered by the Owner in accordance with local laws or ordinances. Upon final adjudication of such claims, any additional payment determined to be due the Contractor will be paid pursuant to a supplemental final estimate.

90-10 Construction warranty.

- a. In addition to any other warranties in this contract, the Contractor warrants that work performed under this contract conforms to the contract requirements and is free of any defect in equipment, material, workmanship, or design furnished, or performed by the Contractor or any subcontractor or supplier at any tier.
- b. This warranty shall continue for a period of one year from the date of final acceptance of the work, except as noted. If the Owner takes possession of any part of the work before final acceptance, this warranty shall continue for a period of one year from the date the Owner takes possession. However, this

will not relieve the Contractor from corrective items required by the final acceptance of the project work. Light Emitting Diode emitting diode (LED) light fixtures with the exception of obstruction lighting, must be warranted by the manufacturer for a minimum of four (4) years after date of installation inclusive of all electronics.

c. The Contractor shall remedy at the Contractor's expense any failure to conform, or any defect. In addition, the Contractor shall remedy at the Contractor's expense any damage to Owner real or personal property, when that damage is the result of the Contractor's failure to conform to contract requirements; or any defect of equipment, material, workmanship, or design furnished by the Contractor.

d. The Contractor shall restore any work damaged in fulfilling the terms and conditions of this clause. The Contractor's warranty with respect to work repaired or replaced will run for one year from the date of repair or replacement.

e. The Owner will notify the Contractor, in writing, within seven (7) days after the discovery of any failure, defect, or damage.

f. If the Contractor fails to remedy any failure, defect, or damage within 14 days after receipt of notice, the Owner shall have the right to replace, repair, or otherwise remedy the failure, defect, or damage at the Contractor's expense.

g. With respect to all warranties, express or implied, from subcontractors, manufacturers, or suppliers for work performed and materials furnished under this contract, the Contractor shall: (1) Obtain all warranties that would be given in normal commercial practice; (2) Require all warranties to be executed, in writing, for the benefit of the Owner, as directed by the Owner, and (3) Enforce all warranties for the benefit of the Owner.

h. This warranty shall not limit the Owner's rights with respect to latent defects, gross mistakes, or fraud.

90-11 Contractor Final Project Documentation. Approval of final payment to the Contractor is contingent upon completion and submittal of the items listed below. The final payment will not be approved until the RPR approves the Contractor's final submittal. The Contractor shall:

a. Provide two (2) copies of all manufacturers warranties specified for materials, equipment, and installations.

b. Provide weekly payroll records (not previously received) from the general Contractor and all subcontractors.

c. Complete final cleanup in accordance with Section 40, paragraph 40-08, *Final Cleanup*.

d. Complete all punch list items identified during the Final Inspection.

e. Provide complete release of all claims for labor and material arising out of the Contract.

f. Provide a certified statement signed by the subcontractors, indicating actual amounts paid to the Disadvantaged Business Enterprise (DBE) subcontractors and/or suppliers associated with the project.

g. When applicable per state requirements, return copies of sales tax completion forms.

- h.** Manufacturer's certifications for all items incorporated in the work.
- i.** All required record drawings, as-built drawings or as-constructed drawings.
- j.** Project Operation and Maintenance (O&M) Manual(s).
- k.** Security for Construction Warranty.
- l.** Equipment commissioning documentation submitted, if required.

END OF SECTION 90

SPECIAL PROVISIONS

(This page intentionally left blank)

SPECIAL PROVISIONS

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY GERALD R. FORD INTERNATIONAL AIRPORT

SECTION 1

PROJECT INFORMATION

- 1. CONTRACT PROVISIONS.** The General Provisions and these Special Provisions are applicable to all divisions and sections of the Contract Documents and Specifications. It shall be the Contractor's responsibility to so inform all parties who should be bound or influenced thereby.

In the event there are discrepancies between the technical specifications, general provisions, and the special provisions, the interpretation most advantageous to the Owner shall apply.

- 2. DESCRIPTION OF WORK.** The proposed Work is described in the Request For Bids document made of part of these bid documents.
- 3. LOCATION OF THE WORK.** The site of the proposed Work is at the Gerald R. Ford International Airport (or "GRR").
- 4. DEFINITIONS.**

- A. ADDENDA.** Written or graphic instruments issued prior to the opening of Bids which clarify, correct, or change the bidding documents or the Contract Documents.
- B. BID.** The offer or proposal of the bidder submitted on the prescribed form setting forth the prices for the Work and services to be performed.
- C. DAY.** Unless otherwise defined shall mean "calendar" day.
- D. DRAWINGS.** The drawings which show the character and scope of the Work to be performed and which have been prepared or approved by the Engineer and are referred to in the Contract Documents.
- E. ENGINEER.** The term "Engineer" in the Contract Documents means RS&H Illinois, Inc., 300 W. Adams St., Suite 400, Chicago, Illinois 60606.
- F. FIELD ORDER.** A written order issued by the Engineer which orders minor changes in the work consistent with the intent of the Contract Documents, but which does not involve a change in the Contract Price or the Contract Time.

The Engineer may authorize minor changes in the work not involving an adjustment in the contract price or the contract time, which are consistent with the overall intent of the Contract Documents. These may be accomplished by a field order and shall be binding on the Owner, and also on the Contractor who shall perform the change promptly. If the Contractor believes that a field order justifies an increase in the contract price or contract time, the Contractor shall

make a claim under Section 50, Subsection 50-16, Claims for Adjustment and Disputes of the General Provisions before doing the Work.

- G. FURNISH or INSTALL or PROVIDE or SUPPLY.** Unless specifically limited in the context, the word "Furnish" or the word "Install" or the word "Provide" or the word "Supply" or any combination or similar directive or usage thereof, shall mean FURNISHING AND INCORPORATION IN THE WORK including all necessary labor, materials, equipment, and anything necessary to perform the work indicated.
- H. GOOD REPAIR.** Good repair shall be construed to mean any defect, functional or structural deterioration (except that from ordinary and reasonable use) which appreciably reduces the effectiveness or efficiency of the work or improvement for the purpose intended, or any serious departure from the standards of original construction described in the Contract Documents, shall be remedied by the Contractor. Such remedy will be made without further cost to the Owner, including in part, all damages caused by such defect, deficiency, deterioration, or departure, and by its repair, replacement, or correction.
- I. MAY.** Permissive.
- J. REFERENCE TO TRADE OR SUBCONTRACTORS.** When only one principal contract exists for all work covered by the Contract Documents, reference to trade or subcontractors in the Contract Documents shall not create any contractual relationship between the Owner and any trade or subcontractor, with whom the principal contractor may subcontract.
- K. SAMPLES.** Samples are physical examples furnished or constructed by the Contractor to illustrate materials, equipment, workmanship, or finishes, and to establish standards by which the work will be judged.
- L. "SHALL" IMPLIED.** In the interest of conciseness, some sentences, statements, and clauses used in the specifications exclude any form of the verb "shall" normally expressed in a verb phrase with verbs such as "furnish", "install", "provide", "perform", "construct", "erect", "comply", "apply", "submit", or similar "verb", but any such sentences, statements, and clauses shall be interpreted to include the applicable form of the phrase "The Contractor shall" and the requirements described therein shall be interpreted as mandatory elements of the Contract.
- M. SHALL.** Mandatory.
- N. SUBCONTRACTOR.** Party supplying labor and material or any labor for work at the site of the project for, and under separate contract or agreement with the Contractor. Nothing contained in the Contract Documents shall create any contractual relationship between the Owner and any subcontractor.
- O. SUBSTANTIAL COMPLETION.** When the work is sufficiently complete so it may be safely, conveniently, and beneficially utilized by the Owner for all of the purposes for which it was intended.
- P. WILL.** Mandatory.
- Q. SEDIMENT.** Soil and other debris that have eroded and have been transported by runoff water or wind.

- R. SOLID WASTES.** Rubbish, debris, and other discarded solid materials, except hazardous waste as defined in paragraph entitled, "Hazardous Waste," resulting from industrial, commercial, and agricultural operations and from community activities.
 - S. RUBBISH.** Combustible and noncombustible wastes including paper, boxes, glass, crockery, metal, lumber, cans, and bones.
 - T. DEBRIS.** Combustible and noncombustible wastes such as ashes and waste materials resulting from construction or maintenance and repair work, leaves, and tree trimmings.
 - U. CHEMICAL WASTES.** Salts, acids, alkalis, herbicides, pesticides, and organic chemicals.
 - V. SEWAGE.** Waste characterized as domestic sanitary sewage.
 - W. GARBAGE.** Refuse and scraps resulting from consumption of food.
 - X. HAZARDOUS WASTES.** Hazardous substances as defined in 40 CFR 261 or as defined by applicable state and local regulations.
 - Y. OILY WASTES.** Petroleum products and asphalt materials.
 - Z. HAZARDOUS MATERIALS.** As defined in DOT Regulation 49 CFR 171 and listed in CFR 172.
 - AA. HAZARDOUS SUBSTANCES.** As defined in EPA PL 96-510.
- 5. APPLICABLE DRAWINGS.** The drawings applicable to this project are included in the Table of Contents included herein.
- 6. PROPOSAL REQUIREMENTS.** In addition to those herein before described items to be submitted with the Bidder's Proposal, the Bidder shall submit, with his Proposal, a list of all Subcontractors the Bidder proposes to use on the Work of this Contract.

After the Sponsor accepts the Bidder's Proposal and such Bidder is awarded a Contract, the successful Bidder may not substitute a Subcontractor listed in the Proposal without the prior written approval of the Owner. Such approval shall be obtained at least ten Calendar Days prior to the date scheduled for that Subcontractor to begin Work.

- 7. CONTRACTOR'S LIABILITY INSURANCE.** The following provisions supplement the Authority's Purchasing Terms and Conditions document on the GFIAA website.

The Contractor shall purchase and maintain such insurance as will protect him from claims set forth below which may arise out of or result from the Contractor's operations under the Contract, whether such operations be by himself or by any Subcontractor or by anyone directly or indirectly employed by any of them or by any one for whose acts any of them may be liable:

- (1) Claims under workmen's compensation, disability benefit and other similar employee benefits acts;

- (2) Claims for damages because of bodily injury, occupational sickness or disease, or death of his employees;
- (3) Claims for damages because of bodily injury, sickness or disease, or death of any person other than his employees;
- (4) Claims for damages insured by usual personal injury liability coverage which are sustained (1) by any person as a result of an offense directly or indirectly related to the employment of such person by the Contractor, or (2) by any other person; and
- (5) Claims for damages because of injury to or destruction of tangible property, including loss of use resulting therefrom.

General notes regarding liability:

- (a) The Comprehensive General Liability policy shall include explosion, collapse and underground (X-C-U) coverage.
 - (b) The Contractual Liability shall include provisions for covering the indemnity specified under Paragraph 70-11 "Responsibility for Damage Claims" of the General Provisions.
 - (c) Comprehensive Automobile Liability shall include owned, leased, non-owned, and hired vehicles.
 - (d) The Comprehensive General Liability and Automobile Liability insurance shall include Contingent Liability and Contingent Property Damage Insurance to protect the Contractor against claims arising from the operations of Subcontractors, suppliers, vendors, or any person, firm or entity providing service to the Contractor.
 - (e) The Contractor's General Liability insurance shall include coverage to protect the Sponsor, Owner and Engineer from damage resulting either directly or indirectly from acts or omissions of the Contractor to existing buildings near the Work of the Contractor under the Contract, and the contents of such buildings.
 - (f) Certificates of the Contractor's Comprehensive Liability insurance, Comprehensive Automobile Liability insurance and Workmen's Compensation insurance shall be furnished to the Owner prior to commencement of Work. The certificates of insurance shall contain a provision that coverage afforded under the policies will not be canceled until at least 30 days prior written notice has been given to the Owner.
 - (g) Certificates of insurance shall be executed on AIA Document G705.
- 8. ACCESS TO THE WORK.** Access to the Work shall be via the access routes designated on the Contract Layout Plan. The Contractor shall identify access routes with suitable signs, barricades, and similar equipment. Access gates shall be locked and secured when not attended by the Contractor. The entire access route and construction site shall be kept free and clean of all debris at all times and maintained in good repair by the Contractor. All damage to the access route caused by the actions of the Contractor or his agents shall be immediately repaired to the satisfaction of the Owner.

No separate payment will be made for complying with the requirements of this paragraph "Access to the Work." No other access to these Work sites will be permitted without written approval of the Engineer. Contractor's vehicles and equipment, including vehicles and equipment of the Subcontractors and others coming under the Contractor's control, will not be permitted to traverse other airfield areas or pavements without written approval of the Engineer. Contractor's vehicles, equipment and materials may be stored in the area designated on the Plans. Upon completion of the Work, the storage area shall be cleaned up and returned to its original condition to the satisfaction of the Owner. No separate payment will be made for cleanup and restoration of the storage area. Personal services, such as canteen trucks, will not be permitted beyond this area and drivers of vehicles being operated beyond this area shall be subject to loss of permission to enter the construction site.

9. SHOP DRAWINGS, PRODUCT DATA, SAMPLES AND REQUEST FOR INFORMATION (RFI) TRANSMITTALS

- (1) Shop Drawings are drawings, diagrams, schedules and other data specially prepared for the Work by the Contractor or any Subcontractor, manufacturer, supplier or distributor to illustrate some portion of the Work.
- (2) Product data are illustrations, standard schedules, performance charts, instructions, brochures, diagrams or other information furnished by the Contractor to illustrate a material, product or system for some portion of the Work.
- (3) Samples are physical examples which illustrate materials, equipment or workmanship and establish standards by which the Work will be judged.
- (4) Request for Information (RFI) transmittals are written inquiries which the Engineer/Architect receives from the Contractor. The Contractor's RFI must conform to the typical RFI template, which is available from the Engineer. Inquiries received via email may not be considered an official RFI transmittal.
- (5) The Contractor shall review, approve and submit, with reasonable promptness and in such sequence as to cause no delay in the Work or in the Work of the Owner or any other separate Contractor(s), all Shop Drawings, Product Data and Samples required by the Contract Documents.
- (6) By approving and submitting Shop Drawings, Product Data and Samples, the Contractor represents that he has determined and verified all materials, field measurements and field construction criteria related thereto, or will do so, and that he has checked and coordinated the information contained within such submittals with the requirements of the Work and of the Contract Documents.
- (7) The Contractor shall not be relieved of responsibility for any deviation from the requirements of the Contract Documents by the Engineer's approval of Shop Drawings, Product Data or Samples unless the Contractor has specifically informed the Engineer in writing of such deviation at the time of submission and the Engineer has given written approval of the specific deviation. The Contractor shall not be relieved of responsibility for errors or omissions in the Shop Drawings, Product Data or Samples by the Engineer's approval thereof.

- (8) The Contractor shall direct specific attention, in writing, or on resubmitted Shop Drawings, Product Data or Samples, to revisions other than those requested by the Engineer on previous submittals.
- (9) No portion of the Work requiring submission of a Shop Drawing, Product Data or Sample shall be commenced until the submittals have been approved by the Engineer. All such portions of the Work shall be in accordance with approved submittals.
- (10) The Contractor shall not reproduce the Engineer's project drawings for Shop Drawing use without written approval of the Engineer.
- (11) The Contractor shall submit shop drawings per the individual technical specifications contained herein. Shop Drawings shall be forwarded to **RS&H, Inc., 300 W Adams St., Suite 400, Chicago, IL. 60606**, marked to the attention of **Anees Rahman, PE**. The Contractor's letter of submittal must conform to the typical Contractor's "Transmittal Letter" which is available from the Engineer. Each drawing or part of the brochure shall be listed separately on the letter and identified as indicated thereon. Failure to do this will cause rejection of the submittal. The Engineer will return to the Contractor the same transmittal letter, with the Shop Drawing disposition noted thereon along with the drawings or brochures when the review is completed. The Contractor shall forward separate transmittal letters for submitting each group of Shop Drawings common to a Specification Section.
- (12) In checking Shop Drawings prior to submittal, the Contractor is requested to note corrections or comments on the drawings in ink and scanned prior to sending to the Engineer/Architect for review.
- (13) Drawings returned to the Contractor will be stamped "Approved," "Approved as Noted," "Revise and Resubmit," "No Exceptions Taken," or "Not Approved." Drawings stamped "Approved as Noted" need not be returned for further approval if the notations are acceptable to the Contractor and Subcontractors. Drawings stamped "Revise and Resubmit" or "Not Approved" shall require new submission.
- (14) Samples shall be submitted to RS&H, accompanied with the same transmittal letter prescribed for Shop Drawings. Checking by Contractor of samples before transmittal is required the same as for Shop Drawings.
- (15) The Contractor shall allow a minimum of fourteen (14) days from the day of receipt by the architect/engineer for review of all shop drawings, product data, samples, and RFI's.

10. PROJECT DOCUMENTATION.

- (a) Project Drawings: A field set of Plans and Specifications, supplied by the Contractor, shall remain on the job site at all times and shall be available at all times to the Engineer.

The Contractor shall immediately include plainly and conspicuously on the field set of drawings, and at appropriate paragraphs in the specifications, all changes or corrections made by addenda and Change Orders as they are issued.

Approved copies of all shop drawings and other submittals are to be kept on the job site at all times and shall be available at all times to the Engineer.

Changes and deviations from the existing conditions shall be submitted in writing for approval prior to installation. In no case shall any unspecified equipment or materials be installed without prior approval by the Engineer.

(b) Record Documents:

- (1) Definition: Record copies are defined to include those documents or copies relating directly to performance of the Work, which Contractor is required to prepare or maintain for Owner's records, recording the Work as actually performed. In particular, record copies show changes in the Work in relation to way in which shown and specified by original Contract Documents; and show additional information of value to Owner's records, but not indicated by original Contract Documents. Record copies include newly prepared drawings (if any are specified), marked-up copies of Contract drawings, shop drawings, Specifications, addenda and Change Orders, marked-up product data submittals, record samples, field records for variable and concealed conditions such as excavations and foundations, and miscellaneous record information on Work which is otherwise recorded only schematically or not at all.
- (2) Record Drawings: Contractor shall maintain a set of record drawings at the job site. These shall be kept legible and current and shall be available for inspection at all times by the Engineer. The Contractor shall show all changes or Work added on these record drawings in a contrasting color.

11.FINAL CLEANING.

- (a) Provide final cleaning of the Work, at time indicated, consisting of cleaning each surface or unit of Work to normal "clean" condition.
- (b) Removal of Protection: Remove temporary protection devices and facilities which were installed during course of the Work to protect previous completed Work during remainder of construction period.
- (c) Compliances: Comply with safety standards and governing regulations for cleaning operations. Do not burn waste materials at site, or bury debris or excess materials on Owner's property, or discharge volatile or other harmful or dangerous materials into drainage systems; remove waste materials from site and dispose of in a lawful manner.

Where extra materials of value remaining after completion of associated Work have become Owner's property, dispose of these as directed by owner.

END OF SPECIAL PROVISIONS - SECTION 1

(This page intentionally left blank)

SPECIAL PROVISIONS

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY GERALD R. FORD INTERNATIONAL AIRPORT

SECTION 2

MISCELLANEOUS

1. **BID AND CONTRACT ACCEPTANCE.** The Gerald R. Ford International Airport Authority reserves the following rights: to accept or reject any or all bids; and to award the Contract to the most responsive and responsible Bidder whose bid is determined by the Authority to be in its best interest. Any and all proposals as submitted herein are subject to further negotiation at the option of Authority. Further, any and all agreements arising out of these proposals and negotiations shall not be binding or valid against the Authority, its department, officers, employees, or agents unless fully executed in writing and authorized by the Gerald R. Ford International Airport Authority.
2. **PROVISIONS REQUIRED BY LAW DEEMED INSERTED.** Each and every provision of law and clause required by law to be inserted in the Contract Documents shall be deemed to be inserted herein and the Contract shall be read and enforced as though it were included herein. If, for any reason, any such provision is not inserted in the Contract, or is not correctly inserted, then upon application of either party, the Contract shall forthwith be physically amended to make such insertion or correction.
3. **CORRELATION OF DOCUMENTS.**
 - A. The drawings and specifications are cooperative and supplementary. Portions of the work which can be best be illustrated by the drawings may not be included in the specifications and portions best described by the specifications may not be depicted on the drawings. All items necessary or incidental to completely construct or erect the work shall be furnished, whether called for in the specifications or shown on the drawings. Anything mentioned in the specifications and not shown on the drawings, or anything shown or mentioned on the drawings and not mentioned in the specifications, shall be of like effect as if shown or mentioned in both.
 - B. In case of disagreement between the drawings and specifications, or within either document itself, the better quality or greater quantity of work shall be estimated and included in the bid and contract price and the matter drawn to the Engineer's attention for decision.
4. **NOTICE AND SERVICE THEREOF.** Where the manner of giving notice is not otherwise provided for in the Contract Documents, any notice to the Contractor from the Owner relative to any part of the Contract shall be in writing and considered delivered and the service thereof completed, when said notice is posted, by certified or registered mail, to the Contractor at the address given in the Contractor's proposal, or at the last business address known to him who gives the notice, or delivered in person to the Contractor or his authorized representative on the site. It is mutually agreed that such notice shall be sufficient and adequate.
5. **SUBCONTRACTING.**
 - A. The Contractor may utilize the services of specialty or minority subcontractors on those parts of the work which, under normal contracting practices, are performed by specialty or minority subcontractors.

- B. The Owner reserves the right to approve subcontractors for any work. The Contractor, if requested by the Owner, shall submit to the Owner the proposed award and such information as the Owner may require concerning any subcontractor.
- C. The Contractor shall be as fully responsible to the Owner for the acts and omissions of his subcontractors, and of persons either directly or indirectly employed by them, or under their control, as he is for the acts and omissions of persons directly employed by him.
- D. The Contractor shall cause appropriate provisions to be inserted in all subcontracts relative to the work to bind subcontractors to the Contractor by the terms of the Contract Documents insofar as applicable to the work of subcontractors, and to give the Contractor the same power as regards terminating any subcontract that the Owner may exercise over the Contractor under any provision of the Contract Documents.
- E. Nothing contained in the Contract Documents shall create any contractual relationships between any subcontractor and the Owner.

6. PROTECTION OF PERSONS.

A. The Contractor shall:

- (1) At all times protect the lives and health of his employees under the Contract;
 - (2) Take all necessary precautions for the safety of all persons on or in the vicinity of the project site.
 - (3) Comply with all applicable provisions of Federal, State and Municipal safety laws and building codes.
 - (4) Comply with all pertinent provisions of the Manual of Accident Prevention in Construction issued by the Associated General Contractors of America, Inc., latest edition, to prevent accidents or injury to persons on or about or adjacent to the premises where the work is being performed. He shall erect and properly maintain at all times, as required by the conditions and progress of the work, all necessary safeguards for the protection of persons and shall post danger signs warning against the hazards created in part by features of construction such as protruding nails, rod hoists, well holes, falling materials, etc., and he shall designate a responsible member of his organization on the work site whose duty shall be the prevention of accidents;
 - (5) Provide for all safeguards for the protection of those having Right-of-Entry during field review and observation of the work.
- B. The Contractor shall comply with all provisions of the "Williams-Steiger Occupational Safety and Health Act of 1970" including any amendments thereto and rules and regulations issued pursuant thereto, applicable to the Work and performance of the Contract. Where a State in which work is performed has passed legislation bearing on Occupational Safety and Health, such legislation and amendments thereto, together with rules and regulations issued pursuant thereto, shall be complied with by the Contractor.**

7. AUTHORITY OF ENGINEER.

- A.** The Engineer, through its duly authorized representatives, shall furnish engineering services during construction of the work to the extent provided in the Contract Documents. He shall observe and review the work in the process of construction or erection. Compliance with the Contract Documents shall be the Contractor's responsibility notwithstanding such observation or review. The Engineer has authority to recommend suspension of the work to the Owner when it appears such suspension may be necessary to accomplish the proper implementation of the intent of the Contract Documents. The authority to observe, review or recommend suspension of the work, or exercise such other authority as may be granted by the Contract Documents, shall not be construed or interpreted to mean supervision of construction, which is the Contractor's responsibility, nor make the Engineer responsible for providing a safe place for the performance of work by the Contractor or by the Contractor's employees, or those of suppliers or subcontractors, or for access, visits, use, work, travel, or occupancy by any other person. The Engineer shall also have the authority to reject any work, materials, or equipment which do not conform to the Contract Documents and to decide technical questions which arise in the execution of the work.
- B.** The Engineer shall determine the amount, quality, acceptability, and fitness of the several kinds of work, materials, equipment and supplies which are to be paid for under the Contract and shall decide questions which may arise in relation to said work and its compliance with the Contract Documents. The Engineer's estimates and decisions shall be final and conclusive, except as otherwise expressly provided in case any question shall arise between the parties to the Contract relative to the Contract Documents, the determination or decision of the Engineer shall be a condition precedent to the right of the Contractor to receive any money or payment for work under the Contract affected in any manner or to any extent by such question.
- C.** The Engineer shall decide the meaning and intent of any portion of the Contract Documents where the same may be found obscure or be in dispute.

8. "GOOD REPAIR" PERIOD.

- A.** The Contractor hereby agrees to keep all work constructed under the Contract in good repair for a minimum period of one (1) year, unless a longer period is otherwise specified in the Contract Documents, from the date of acceptance of all of the work by the Owner. No provision of the Contract documents shall be valid which limits the "Good Repair" period to less than one (1) year from the date of acceptance of all of the work by the Owner. The work may be phased. If the work is phased, each phase of Work completed shall be inspected and approved for use by the Owner but shall not be accepted until all work for all phases is complete and a final inspection for all work has been performed.
- B.** It is intended that this provision shall apply whether or not bond is required, as a personal obligation of the Contractor.
- C.** The obligations of the Contractor as herein provided shall be in addition to and not in limitation of any obligations imposed upon him by special guarantees required by the Contract Documents or otherwise prescribed by law.

- 9. VARIATION FROM ESTIMATED QUANTITIES.** The Contractor may reasonably expect a variation in estimated quantities such that the total payment for the completed work may range from 75 to 125 percent of the total amount of the Contract based on the estimated quantities defined in the proposal. The Contractor will not be allowed any claims for anticipated profits, for loss of profits, or for any damages because of a difference between the estimate of any item defined in the proposal and the amount of the item actually required or for the elimination of any part of the work. Funds for construction of the work herein contemplated are limited. The Owner reserves the right to eliminate or reduce the items of the proposal or any of the work as may be required to bring the cost of the work within the limits of available funds.
- 10. WATER FOR CONSTRUCTION.** Water used for construction of this project will be furnished by the Contractor. The Contractor shall make the necessary arrangements with the Owner of the source of water for securing and/or transporting such water. No separate payment will be made for water used but the cost thereof shall be included in the various items of the proposal and bid schedule.
- 11. LIGHTS AND POWER.** The Contractor shall provide, at his own expense, temporary lighting, heating, and other facilities required for the proper prosecution and inspection of the work.
- 12. COORDINATION WITH OTHERS.** In the event other contractors are doing work in the same area simultaneously with this project, the Contractor shall coordinate his proposed construction with that of the other contractors. The Contractor shall notify the Engineer of said coordination attempts and the results.
- 13. PROPERTY LINES AND MONUMENTS.** The Contractor shall protect all property corner markers and any other monument, and when any such markers or monuments are in danger of being disturbed, they shall be properly referenced and if disturbed shall be reset at the expense of the Contractor.
- 14. FENCES AND DRAINAGE CHANNELS.** Boundary fences or other improvements removed to permit the installation of the work shall be replaced in the same location and left in a condition as good or better than that in which they were found. Existing fences not to be removed and intersecting with new fencing (fencing outside airport property) shall be connected to the new fencing in a manner acceptable to the fence owner and the Owner and/or Engineer.
- Where surface drainage channels are disturbed or blocked during construction, they shall be restored to their original condition of grade and cross section after the work of construction is completed.
- 15. AIR POLLUTION.** The Contractor shall comply with all Federal, State and Local Requirements.
- 16. EXISTING UTILITIES AND SERVICE LINES.** The Contractor shall be responsible for the protection of all existing utilities or service lines crossed or exposed by his construction operations. Where existing utilities or service lines are cut, broken or damaged, the Contractor shall replace or repair the utilities or service lines with the same type of original material and construction, or better, at his own cost and expense, with the exception of those items included in the bid schedule.
- 17. RECORDS OF MATERIALS PURCHASED.** By a certain time, each month as defined and established at the preconstruction conference, the Contractor shall furnish to the Engineer, duplicate copies of all invoices for materials furnished to be incorporated into the work, plus a statement of all materials previously included on monthly estimates and incorporated into the work during the preceding month. This information is to be used to determine the value of materials on hand to be included in the monthly estimate for periodical payment.

- 18. CONTRACTOR ACCESS TO PROJECT SITE.** The Contractor shall have a specific access route to the project site. This route is shown in the construction drawings. The Contractor shall use this route to bring all equipment and materials in. If the Contractor has a better route that will prevent damage to existing roads or provide safer access to the construction site, the Contractor shall supply a drawing showing the recommended route to the Owner and Engineer for approval at the preconstruction conference.
- 19. NIGHTTIME WORK.** Work requiring nighttime work and nighttime work procedures are shown in the phasing plans and in the CSPP contained within.
- 20. DUST CONTROL.** The Contractor shall maintain strict dust control per the CSPP contained within.
- 21. TRIP TICKETS, INVOICES, WEIGH BILLS, ETC.** The Contractor shall be responsible for supplying any and all trip tickets, invoices, weigh bills, etc. which show the quantities actually used in the construction of the project. All said trip tickets, invoices, weigh bills, etc. shall relate directly to specific bid items. If the Contractor fails to submit said trip tickets, invoices, weigh bills, etc. to the Engineer or his authorized representative prior to or during the time of installation of materials into the project, any material overruns claimed by the Contractor at the end of the project shall not be accepted.

END OF SPECIAL PROVISIONS – SECTION 2

(This page intentionally left blank)

SPECIAL PROVISIONS

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY GERALD R. FORD INTERNATIONAL AIRPORT

SECTION 3

LISTING OF DUTIES, RESPONSIBILITIES AND LIMITATIONS OF AUTHORITY OF THE RESIDENT PROJECT REPRESENTATIVE

The Owner and/or Engineer shall furnish a Resident Project Representative (RPR), assistants and other field staff to assist the Engineer in observing performance of the Work of the Contractor.

Through more extensive on-site observations of the Work in progress and field checks of materials and equipment by the RPR and assistants, the Engineer shall endeavor to provide further protection for the Owner against defects and deficiencies in the Work; but, the furnishing of such services will not make the Engineer responsible for or give the Engineer control over construction means, methods, techniques, sequences or procedures or for safety precautions or programs, or responsibility for the Contractor's failure to perform the Work in accordance with the Contract Documents.

The duties and responsibilities of the RPR are limited to those of the Engineer in the Engineer's agreement with the Owner and in the construction Contract Documents, and are further limited and described as follows:

A. General

The RPR is the Engineer's agent at the site, will act as directed by and under the supervision of the Engineer, and will confer with the Engineer regarding the RPR's actions. The RPR's dealings in matters pertaining to the on-site Work shall in general be with the Engineer and the Contractor keeping the Owner advised, as necessary. The RPR's dealings with Subcontractors shall only be through or with the full knowledge and approval of the Contractor. The RPR shall generally communicate with the Owner with the knowledge of and under the direction of the Engineer.

B. Duties and Responsibilities of the RPR

1. Schedules: Review the progress schedule, schedule of Shop Drawing submittals and schedule of values prepared by the Contractor and consult with the Engineer concerning acceptability.
2. Conferences and Meetings: Attend meetings with the Contractor, such as preconstruction conferences, progress meetings, job conferences and other project-related meetings, and prepare and circulate copies of minutes thereof.
3. Liaison:
 - a. Serve as the Engineer's liaison with the Contractor, working principally through the Contractor's superintendent and assist in understanding the intent of the Contract Documents; and assist the Engineer in serving as the Owner's liaison with

the Contractor when the Contractor's operations affect the Owner's on-site operations.

- b. Assist in obtaining from the Owner additional details or information, when required for proper execution of the Work.
4. Shop Drawings and Samples:
 - a. Record date of receipt of Shop Drawings and samples.
 - b. Receive samples which are furnished at the site by the Contractor and notify the Engineer of availability of samples for examination.
 - c. Advise the Engineer and the Contractor of the commencement of any Work requiring a Shop Drawing or sample if the submittal has not been approved by the Engineer.
 5. Review of Work, Rejection of Defective Work, Inspections and Tests:
 - a. Conduct on-site observations of the Work in progress to assist the Engineer in determining if the Work is in general proceeding in accordance with the Contract Documents.
 - b. Report to the Engineer whenever the RPR believes that any Work is unsatisfactory, faulty, or defective or does not conform to the Contract Documents, or has been damaged, or does not meet the requirements of any inspection, test or approval required to be made; and advise the Engineer of Work that the RPR believes should be corrected or rejected or should be uncovered for observation, or requires special testing, inspection, or approval.
 - c. Verify that tests, equipment, and systems startups and operating and maintenance training are conducted in the presence of appropriate personnel, and that the Contractor maintains adequate records thereof; and observe, record and report to the Engineer appropriate details relative to the test procedures and startups.
 - d. Accompany visiting inspectors representing public or other agencies having jurisdiction over the Project, record the results of those inspections and report to the Engineer.
 6. Interpretation of Contract Documents: Report to the Engineer when clarifications and interpretations of the Contract Documents are needed and transmit to the Contractor clarifications and interpretations as issued by the Engineer.
 7. Modifications: Consider and evaluate the Contractor's suggestions for modifications in Drawings or Specifications and report with the RPR's recommendations to the Engineer. Transmit to the Contractor decisions as issued by the Engineer.
 8. Records:

- a. Maintain at the job site orderly files for correspondence, reports of job conferences, Shop Drawings and samples, reproductions of original Contract Documents including all Work Directive Changes, Addenda, Change Orders, Field Orders, additional Drawings issued subsequent to the execution of the Contract, the Engineer's clarifications and interpretations of the Contract Documents, progress reports, and other Project related documents.
 - b. Keep a diary or logbook, recording the Contractor hours on the job site, weather conditions, data relative to questions of Work Directive Changes, Change Orders or changed conditions, list of job site visitors, daily activities, decisions, observations in general, and specific observations in more detail as in the case of observing test procedures; and send copies to the Engineer.
 - c. Record names, addresses and telephone numbers of all the Contractors, Subcontractors and major suppliers of materials and equipment.
9. Reports:
- a. Furnish the Engineer periodic reports as required of progress of the Work and of the Contractor's compliance with the progress schedule and schedule of Shop Drawing and sample submittals.
 - b. Consult with the Engineer in advance of scheduled major tests, inspections or start of important phases of the Work.
 - c. Draft proposed Change Orders and Work Directive Changes, obtaining backup material from the Contractor and recommend to the Engineer Change Orders, Work Directive Changes, and Field Orders.
 - d. Report immediately to the Engineer and the Owner upon the occurrence of any accident.
10. Payment Requests: Review applications for payment with the Contractor for compliance with the established procedure for their submission and forward with recommendations to the Engineer, noting particularly the relationship of the payment requested to the schedule of values, Work completed, and materials and equipment delivered at the site but not incorporated in the Work.
11. Certificates, Maintenance and Operation Manuals: During the course of the Work, verify that certificates, maintenance and operation manuals and other data required to be assembled and furnished by the Contractor are applicable to the items actually installed and in accordance with the Contract Documents, and have this material delivered to the Engineer for review and forwarding to the Owner prior to final payment for the Work.
12. Completion:
- a. Before the Engineer issues a Certificate of Substantial Completion, submit to the Contractor a list of observed items requiring completion or correction.

- b. Conduct final inspection in the company of the Engineer, the Owner and the Contractor and prepare a final list of items to be completed or corrected.
- c. Observe that all items on final list have been completed or corrected and make recommendations to the Engineer concerning acceptance.

C. Limitations of Authority of the Resident Project Representative:

- 1. Shall not authorize any deviation from the Contract Documents or substitution of materials or equipment, unless authorized by the Engineer.
- 2. Shall not exceed limitations of the Engineer's authority as set forth in the Contract Documents.
- 3. Shall not undertake any of the responsibilities of the Contractor, Subcontractors, or the Contractor's superintendent.
- 4. Shall not advise on, issue directions relative to or assume control over any aspect of the means, methods, techniques, sequences, or procedures of construction unless such advice or directions are specifically required by the Contract Documents.
- 5. Shall not advise on, issue directions regarding or assume control over safety precautions and programs in connection with the Work.
- 6. Shall not accept Shop Drawing or sample submittals from anyone other than Contractor.
- 7. Shall not authorize the Owner to occupy the Project in whole or in part.
- 8. Shall not participate in specialized field or laboratory tests or inspections conducted by others except as specifically authorized by the Engineer.

END OF SPECIAL PROVISIONS - SECTION 3

SPECIAL PROVISIONS

**GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
GERALD R. FORD INTERNATIONAL AIRPORT**

SECTION 4

CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

Attached herein is the Airport's Construction Safety and Phasing Plan (CSPP) that has been developed specifically for this project. The contractor shall use the CSPP to aid in the development of the required Safety Plan Compliance Document (SPCD), as detailed in Specification G-102, Safety and Security.

(This page intentionally left blank)



Gerald R. Ford International Airport Taxiway B Lighting Rehabilitation

Construction Safety and Phasing Plan (CSPP)

June 2026
Grand Rapids, MI

RS&H No.: 1010-5865-004

Prepared by RS&H Michigan, Inc. at the
direction of Gerald R. Ford International
Airport Authority (GFIAA)

Table of Contents

1	Introduction	1
2	Project Scope.....	2
3	Coordination.....	2
3.1	Coordination Meetings.....	3
3.1.1	Pre-design Meeting.....	3
3.1.2	Pre-bid Conference	3
3.1.3	Pre-construction Conference.....	4
3.1.4	Construction Progress Meetings.....	5
3.2	Scope or Schedule Changes	5
3.3	Gerald R. Ford International Airport Coordination	5
3.4	Additional Coordination.....	6
4	Phasing.....	6
4.1	Phasing Elements.....	6
4.1.1	Construction Staging Areas	6
4.1.2	Construction Access and Haul Routes	6
4.1.3	Emergency First Responder Access Routes.....	7
4.1.4	Required Hazard Marking and Lighting	7
4.1.5	Lead Time for Required Notifications	7
4.1.6	Sequence of Work	7
4.2	Construction Safety Drawings.....	13
4.3	Areas of Operations Affected by the Construction Activity.....	13
4.3.1	Identification of Affected Areas	20
4.3.2	Mitigation of Effects.....	21
4.4	Protection of Navigational Aids (NAVAIDs).....	22
4.5	Contractor Access.....	22
4.6	Wildlife Management.....	25
4.6.1	Trash.....	26
4.6.2	Standing Water	26
4.6.3	Tall Grass and Seeds	26
4.6.4	Poorly Maintained Fencing and Gates	26
4.6.5	Disruption of Existing Wildlife Habitat.....	26
4.7	Foreign Object Debris (FOD) Management.....	26
4.8	Hazardous Materials (HAZMAT) Management	27
4.9	Notification of Construction Activities.....	27

4.9.1	Points of Contact/List of Responsible Representatives	27
4.9.2	Notices to Airmen.....	27
4.9.3	Emergency Notification Procedures	27
4.9.4	Coordination with Emergency First Responder Personnel.....	28
4.9.5	Notification to the FAA.....	28
4.10	Inspection Requirements.....	29
4.10.1	Daily (or more frequent) Inspections.....	29
4.10.2	Final Inspections.....	29
4.11	Underground Utilities.....	29
4.12	Penalties.....	30
4.13	Special Conditions.....	30
4.14	Runway and Taxiway Visual Aids	31
4.14.1	General.....	31
4.14.2	Markings.....	31
4.14.3	Lighting and visual NAVAIDs.....	31
4.14.4	Signs.....	31
4.15	Marking and Signage for Access Routes	31
4.16	Hazard Marking and Lighting	32
4.16.1	Purpose.....	32
4.16.2	Equipment.....	32
4.17	Work Zone Lighting for Nighttime Construction	32
4.18	Protection of Runway and Taxiway Safety Areas.....	32
4.18.1	Runway Safety Area (RSA)	33
4.18.2	Runway Object Free Area (ROFA)	33
4.18.3	Taxiway and Taxilane Safety Area (TSA)	34
4.18.4	Taxiway and Taxilane Object Free Area (TOFA)	36
4.18.5	Runway Obstacle Free Zone (ROFZ)	36
4.18.6	Runway Approach/Departure Areas.....	37
4.19	Other Limitations	37
4.19.1	Prohibitions	37
4.19.2	Restrictions	37
Appendix A	A
Appendix B	1

List of Tables

Table 1: Operational Effects - Phase 1	14
Table 2: Operational Effects - Phase 2	15
Table 3: Operational Effects - Phase 2A	16
Table 4: Operational Effects - Phase 2B.....	17
Table 5: Operational Effects - Phase 3	18
Table 6: Operational Effects - Phase 4	19
Table 7: Operational Effects - Phase 5	20
Table 8: Runway Safety Area (RSA) Dimensions.....	33
Table 9: Runway Object Free Area (ROFA) Dimensions.....	33
Table 10: Taxiway Safety Area (TSA) Dimensions.....	35
Table 11: Taxiway Object Free Area (TOFA) Dimensions	36

1 Introduction

Aviation safety is the primary consideration at airports, especially during construction. The airport operator's Construction Safety and Phasing Plan (CSPP) and the Contractor's Safety Plan Compliance Document (SPCD) are the primary tools to ensure safety compliance when coordinating construction activities with airport operations. These documents identify all aspects of the construction project that pose a potential safety hazard to airport operations and outline respective mitigation procedures for each hazard.

The CSPP sets forth benchmarks and requirements for the project to help ensure the highest levels of safety, security, and efficiency at the airport operation during construction. Guideline requirements for the CSPP are developed from FAA Advisory Circular 150/5370-2G *Operational Safety on Airports During Construction*.

The CSPP is a standalone document, written to conform to the safety and security requirements set forth in AC 150/5370-2G, the airport safety and security requirements, and local codes and requirements. The CSPP is to be used by all personnel involved in the project. The CSPP covers the actions of not only the construction personnel and equipment, but also the action of inspection personnel and airport staff.

This document has been developed to minimize interruptions to airport operations, reduce construction costs, and maximize the performance and safety of construction activity.

The Contractor shall be required to submit a Safety Plan Compliance Document (SPCD) to the airport operator describing how the Contractor will comply with the requirements set forth in this CSPP. The SPCD must be submitted to the airport operator for approval prior to issuance of the Notice to Proceed.

In the event the Contractor's activities are found in non-compliance with the provisions of the CSPP or the SPCD, the Airport Engineer and/or Airport personnel will direct the Contractor to immediately cease those operations in violation. In addition, a safety meeting will be conducted for the purpose of reviewing those provisions in the CSPP/SPCD which were violated. The Contractor will not be allowed to resume any construction operations until conclusion of the safety meeting and all required corrective actions have been implemented.

2 Project Scope

This project at Gerald R. Ford International Airport (GRR) includes the complete rehabilitation of the existing edge lighting system associated with Taxiway B. Construction will include the following major work items:

- Replacement of all edge light fixtures along Taxiway B – base cans will remain in-place.
- Replacement of all electrical cabling within existing conduit
- Airfield electrical vault modifications including the replacement of all four (4) Constant Current Regulators (CCR's) serving Taxiway B

The project is expected to be awarded as a single bid package and is anticipated to be completed during the summer months of 2026 in five (5) main construction phases. The geographic limits of each construction phase generally correlate to the area served by each Taxiway B circuit being replaced:

- Phase 1 – Taxiway B-South (Circuit 14)
- Phase 2 – Taxiway B-Center (Circuit 9)
- Phase 3 – Taxiway B-North (Circuit 18)
- Phase 4 – Homeruns
- Phase 5 – Electrical Vault

Necessary construction locations, activities, and associated costs have been identified and their impact to airport operations has been assessed. The impact of work to Airport Operations Areas (AOA) is discussed in Section detail below in Section 3 "Coordination" and graphically depicted in the attached Construction Safety and Phasing Drawings provided in Appendix A. These drawings will be made part of the overall drawing set issued to the contractor for bidding and construction.

3 Coordination

Prior to the start of each phase of the work, the Contractor shall conduct a meeting with the Airport, Resident Project Representative (RPR), Airport Operations, and applicable personnel to discuss contingency planning. The term RPR throughout this document shall mean the engineer, inspection team and other entity or personnel authorized on behalf of Gerald R. Ford International Airport. The topics of discussion include work area barricades and lighting, backup equipment and materials, emergency notification procedures and contacts, temporary stockpile locations, procedures that must be followed should the Contractor be unable to open an area at the scheduled time, and other topics as appropriate.

3.1 Coordination Meetings

Coordination of airfield activities is an important component of a safe operating environment. During the project, the following coordination meetings will be held to discuss airfield activities:

- Pre-design Meeting
- Pre-bid conference on the importance of safety during construction
- Pre-construction conference
- Weekly Construction Meetings
- Contingency Planning Meetings
- Daily coordination will take place between involved parties

3.1.1 Pre-design Meeting

A pre-design meeting was convened and conducted by the sponsor. In attendance were representatives from Gerald R Ford International Airport Authority (GFIAA) and RS&H. This meeting was used to discuss various items relating to design parameters, airport safety, routing of equipment and vehicles, sequencing of construction operations, environmental considerations, and any other requirements pertinent to the project. This pre-design meeting was essential in identifying and outlining potential effects and/or conflicts to airport operations during construction.

3.1.2 Pre-bid Conference

GFIAA and RS&H will conduct a pre-bid conference to help clarify and explain construction methods, procedures, and safety measures required by the contract. The meeting shall be held prior to the bid opening date. The pre-bid conference will be held for all prime contractors intending to bid on the project.

Typical agenda items included for this meeting are construction methods, construction procedures (i.e. acceptance testing), operational safety requirements, Disadvantaged Business Enterprise (DBE) and other civil rights and labor requirements. One of the primary focuses of the pre-bid conference will be to cover relevant information concerning the Contractor's requirements for developing and submitting an SPCD for review and approval. This will include both general and specific elements required in the SPCD. In addition, information on how the Contractor shall format the document to illustrate their plans for compliance with those provisions detailed out within this CSPP will also be provided.

Any changes or modifications recommended during the conference will be included in an addendum to the bid documents. A copy will be furnished to each prospective bidder who obtains the plans and specifications. Copies of the proceedings, containing all items discussed,

including responses to questions, will be made available to each of the participants, upon request.

3.1.3 Pre-construction Conference

A pre-construction conference, convened and conducted by the Airport, shall be used to discuss operational safety, testing, quality control, quality acceptance, security, safety, labor requirements, environmental factors, and other issues. This meeting, which will include all parties affected by the construction, should facilitate a better understanding of potential problems and possible solutions for the course of the performance of this contract.

The pre-construction conference shall be conducted as soon as practicable after the contract has been awarded and before issuance of the Notice to Proceed. **At the pre-construction conference, the Contractor shall submit the SPCD to the Airport for review and approval.**

The expected participants for this meeting shall include the following parties:

- Sponsor’s engineer
- Resident Engineer’s Representative (if applicable)
- Airport management
- Testing laboratory representative (if applicable)
- Contractor and subcontractor(s)
- Contractor’s project superintendent
- Contractor’s project clerk
- Airport users impacted by the proposed construction.
- Utility companies affected by the proposed construction.
- Federal, state, or local agencies affected by the proposed construction.
- Representative of FAA Airports regional or field office.
- Air Traffic Control Tower (ATCT) management.

The sponsor or authorized agent will prepare an agenda prior to the pre-construction conference. This will include but is not limited to:

- The scope of the project and the sequence and timing of all operations.
- Relationship between the Airport representative and the Contractor.
- Identification of the Contractor’s superintendent and a discussion of his/her authority and responsibilities.
- Designation of Contractor representative responsible for notifying Airport Management of the proposed start and completion dates of construction or of any circumstances requiring a NOTAM. Planned coordination (Airport Management), control and communications needed for those

closures and crossings identified for this project are discussed in detail in Section 3.9, "Notification of Construction Activities."

- Scheduling of work and the need to perform certain items at various stages of the project, including operational safety problems that might arise because of the proposed work.
- Notice to Proceed date.
- Safety during construction, including the responsibility for marking and lighting of closed and hazardous areas. See AC 150/5370-2G, *Operational Safety on Airports During Construction* and AC 150/5340-1M, *Standards for Airport Markings*, for detailed information.
- Security requirements.
- The need for continuing vigilance for potential or existing hazards relative to any of the items associated with construction operations on an active or closed airfield surface.

3.1.4 Construction Progress Meetings

Weekly construction meetings shall be held to discuss work progress, schedule, and budget, and to address current or potential security and safety concerns. These meetings may be adjusted to a day-to-day basis as necessary for specific work items. Operational safety and security shall be a standing agenda item for discussion during these construction progress meetings. During the pre-construction conference, a specific day of the week will be identified for weekly construction progress meetings throughout the life of the project.

3.2 Scope or Schedule Changes

Although there are no changes to the scope of work or schedule anticipated for this project, any changes to the scope or duration of the project may necessitate revisions to the CSPP.

Subsequent review and approval by Gerald R. Ford International Airport Authority will be required if there are changes to the CSPP and may require additional safety risk management. In addition, coordinate proposed changes with all appropriate local or federal government agencies (i.e. EPA, OSHA, TSA, state environmental agencies, etc.).

3.3 Gerald R. Ford International Airport Coordination

The Contractor must work with the Gerald R. Ford International Airport Authority to maintain a list of responsible representatives/points of contact for all parties and procedures for contracting them 24 hours a day, seven days a week. The list will include ATO/Technical Operations personnel, ATCT managers on duty, and the Contractor including all subcontractors.

In case of an emergency caused by an accident, fire, or personal injury or illness, airport operations are to be immediately notified. Operations will coordinate with other emergency agencies as necessary. The Contractor shall also notify the RPR so that any coordination or closures that may be required can be addressed immediately.

Construction may also be stopped or suspended by airport operations, in consultation with the RPR during periods of inclement weather, such as low visibility, or when it is necessary to provide extra safety to aircraft operations or reduce other activities to keep the airport operational.

3.4 Additional Coordination

The Contractor shall conduct all their operations in such a manner to maintain a smooth, safe, uninterrupted flow of aircraft and vehicular traffic adjacent to the work site. The Contractor is responsible for filing a FAA Form 7460-1 prior to work in the field (for each phase) and for any construction activity expected to exceed height restrictions outlined on the plans and in this CSPP. The Contractor shall provide sufficient lead time for FAA review (up to 45 days) prior to necessary construction activity.

There will be ongoing coordination with Gerald R. Ford Operations, and Air Traffic Control Tower (ATCT) to discuss:

- Project progress
- Operational impacts and solutions
- Future schedule

4 Phasing

4.1 Phasing Elements

Construction phasing for this project will be coordinated with the airport, including the ATCT, if necessary. The sequenced construction phases established in this CSPP have been incorporated into the project design and are reflected in the contract drawings and specifications.

The sequence of construction for this project has been phased to maintain airport and aircraft operations and reduce edge lighting system(s) downtime to the greatest extent possible for the duration of the contract. General elements of this sequencing and phasing are as follows:

4.1.1 Construction Staging Areas

Reference Appendix A, Exhibit G020 for staging area locations and Exhibit G030 for general safety and security notes concerning use of the staging areas. Construction staging areas and contractor employee parking areas are to remain outside of all Object Free and Safety Areas for all active airfield surfaces.

4.1.2 Construction Access and Haul Routes

Reference Appendix A, Exhibit G020 for routing layouts. Applicable control along contractor haul routes for both safety and security must be always maintained. This is especially sensitive at

those locations that require the Contractor to cross or move through active airfield surfaces. Reference Section 4.5, "Contractor Access", Section 0, "Marking and signage for Access Routes", and Section 4.18 "Protection of Runway and Taxiway Safety Areas" of this document for additional information.

Access to the project site will be through (1) Gate 90 located north of John J. Oostema Blvd SE off of Gateway Dr. SE, and/or (2) through Gate 65 located at the east end of the airport off of Thornapple River Dr. Gate guards will be required at all access points if the Contractor elects to leave gates in an open position for any duration.

4.1.3 Emergency First Responder Access Routes

Emergency first responder access in and around the site will be maintained by the Contractor, as required, for the duration of this project. Construction contractors must prominently mark open trenches and excavations within the construction site, with approval from Airport Operations, and light these areas with red lights during hours of restricted visibility or darkness.

4.1.4 Required Hazard Marking and Lighting

Low-profile barricades, signs/markers, lighting and/or safety flag details and usage requirements are provided in the attached exhibits, reference Appendix A, Exhibit G030. In addition, refer to Section 0, "Marking and Signage for Access Routes", Section 4.16 "Hazard Marking and Lighting", and Section 4.18 "Protection of Runway and Taxiway Safety Areas" of this document for additional information.

4.1.5 Lead Time for Required Notifications

The Contractor is required to coordinate lead times with GRR Operations. Lead times for required notifications shall be established at the pre-construction meeting.

4.1.6 Sequence of Work

The Contractor shall perform all work in accordance with the Contract Documents and phasing shown on the plans and described herein. The Contractor's baseline schedule shall be submitted and approved by the RPR prior to commencement of field construction as required. The baseline schedule shall show all work to be completed within the contract time limit and phasing requirements herein.

Certain phases of work are dependent on other phases being constructed and operational, while other phases are required to work within nighttime periods to minimize the impact to airport operations.

The terms “work area”, “zone”, and “phase” may be used interchangeably hereafter to describe either the period of time, and/or the area in which, certain work is to be completed. In general, phases are time periods and work areas are specific areas within a construction phase.

4.1.6.1 Phase 1 – Taxiway B-South (Circuit 14)

Phase Description: This phase shall consist of work required to rehabilitate all Taxiway B taxiway edge lighting south of Runway 8R/26L; the airfield area(s) energized by Circuit 14.

Contractor Access and Work Restrictions:

Allowed Duration: 21 Calendar Days

Work Items to be Completed: This phase shall include the completion of all work items the work area(s) designated on the plans. This includes but is not limited to:

1. Low-Profile Barricade placement
2. Edge light fixture removal and replacement
3. Edge light cable in conduit removal and replacement
4. Cleaning of all associated electrical structures

Areas Closed to Aircraft Operations:

- Taxiway B south of Runway 8R/26L
- Taxiway B1
- Taxiway B2
- Taxiway B3
- Off-peak closures of Runway 8R/26L during critical area work

Taxi Routes: Aircraft departing Runway 35 and landing Runway 17 will be required to back taxi.

Impacts to NAVAIDS: No impacts anticipated

Lighting and Marking Changes: Taxiway B-South (Circuit 14) will be de-energized for the duration of Phase 3. No marking changes are expected.

4.1.6.2 Phase 2 – Taxiway B-Center (Circuit 9)

Phase Description: This phase shall consist of work required to rehabilitate all Taxiway B taxiway edge lighting between Taxiway D and Runway 8R/26L; the airfield area(s) energized by Circuit 9.

Contractor Access and Work Restrictions:

Allowed Duration: 7 Calendar Days

Work Items to be Completed: This phase shall include the completion of all work items the work area(s) designated on the plans. This includes but is not limited to:

1. Low-Profile Barricade placement
2. Edge light fixture removal and replacement
3. Edge light cable in conduit removal and replacement
4. Cleaning of all associated electrical structures

Areas Closed to Aircraft Operations:

- Taxiway B between Runway 8R/26L and Taxiway D
- Taxiway A between Taxiway P and Taxiway A2
- Taxiway A1
- Taxiway B between Taxiway B3 and Runway 8R/26L
- Off-peak closure of Runway 8R/26L during critical area work

Taxi Routes: Aircraft shall utilize Taxiway D for taxiing parallel to Runway 8R/26L.

Impacts to NAVAIDS: No impacts anticipated

Lighting and Marking Changes: Taxiway B-Center (Circuit 9) will be de-energized for the duration of Phase 2B. No marking changes are expected.

4.1.6.3 Phase 2A – Taxiway B-Center (Circuit 9)

Phase Description: This phase shall consist of work required to rehabilitate all Taxiway B taxiway edge lighting within the intersection of Taxiway B and Taxiway D; the airfield area(s) energized by Circuit 9.

Contractor Access and Work Restrictions:

Allowed Duration: 7 Calendar Days

Work Items to be Completed: This phase shall include the completion of all work items the work area(s) designated on the plans. This includes but is not limited to:

1. Low-Profile Barricade placement
2. Edge light fixture removal and replacement
3. Edge light cable in conduit removal and replacement
4. Cleaning of all associated electrical structures

Areas Closed to Aircraft Operations:

- Taxiway B between Taxiway A and Taxiway B4
- Taxiway D between Taxiway E and Runway 17/35

Taxi Routes: Aircraft shall utilize Taxiway A for taxiing parallel to Runway 8R/26L.

Impacts to NAVAIDS: No impacts anticipated

Lighting and Marking Changes: Taxiway B-Center (Circuit 9) will be de-energized for the duration of Phase 2A. No marking changes are expected.

4.1.6.4 Phase 2B – Taxiway B-Center (Circuit 9)

Phase Description: This phase shall consist of work required to rehabilitate all Taxiway B taxiway edge lighting between Taxiway V and Taxiway D, including Taxiway B4 and the intersection of Taxiway B and Taxiway V; the airfield area(s) energized by Circuit 9.

Contractor Access and Work Restrictions:

Allowed Duration: 14 Calendar Days

Work Items to be Completed: This phase shall include the completion of all work items the work area(s) designated on the plans. This includes but is not limited to:

1. Low-Profile Barricade placement
2. Edge light fixture removal and replacement
3. Edge light cable in conduit removal and replacement
4. Cleaning of all associated electrical structures

Areas Closed to Aircraft Operations:

- Taxiway B north of Taxiway D
- Taxiway B4
- Taxiway B5
- Taxiway V between Terminal Apron and Runway 17/35
- Off-peak closure of Runway 17/35 during critical area work

Taxi Routes: Aircraft will be required to utilize Runway 8R/26L and associated parallels during Runway 17/35 closure. Taxiway E will be used as the main entrance to the terminal apron.

Impacts to NAVAIDS: No impacts anticipated

Lighting and Marking Changes: Taxiway B-Center (Circuit 9) will be de-energized for the duration of Phase 2. No marking changes are expected.

4.1.6.5 Phase 3 – Taxiway B-South (Circuit 18)

Phase Description: This phase shall consist of work required to rehabilitate all Taxiway B edge lighting north of Taxiway V; the airfield area(s) energized by Circuit 18.

Contractor Access and Work Restrictions:

Allowed Duration: 14 Calendar Days

Work Items to be Completed: This phase shall include the completion of all work items the work area(s) designated on the plans. This includes but is not limited to:

1. Low-Profile Barricade placement
2. Edge light fixture removal and replacement
3. Edge light cable in conduit removal and replacement
4. Cleaning of all associated electrical structures

Areas Closed to Aircraft Operations:

- Taxiway B, north of Taxiway V
- Taxiway B5

Taxi Routes: Aircraft landing on Runway 35 will be required to utilize Taxiway K to taxi south while Taxiway B north of Taxiway V is closed. Taxiway E will be used as the main entrance to the terminal apron.

Impacts to NAVAIDS: No impacts anticipated

Lighting and Marking Changes: Taxiway B-North (Circuit 18) will be de-energized for the duration of Phase 1. No marking changes expected.

4.1.6.6 Phase 4 – Homerun Circuits

Phase Description: This phase shall consist of work required to rehabilitate all Taxiway B homerun circuitry.

Contractor Access and Work Restrictions:

Allowed Duration: 14 Calendar Days

Work Items to be Completed: This phase shall include the completion of all work items the work area(s) designated on the plans. This includes but is not limited to:

1. Low-Profile Barricade placement
2. Homerun cable in conduit removal and replacement
3. Cleaning of all associated electrical structures

Areas Closed to Aircraft Operations:

- Rotating daytime closures of areas affected along Taxiway D and the Terminal Apron – to be coordinated with GFIAA operations

Taxi Routes: No taxi route changes.

Impacts to NAVAIDS: No impacts anticipated

Lighting and Marking Changes: Taxiway B circuits will be intermittently de-energized for the duration of Phase 4 as cable is replaced. No marking changes are expected.

4.1.6.7 Phase 5 – Vault Modifications

Phase Description: This phase shall consist of work required to rehabilitate all Taxiway B associated vault equipment.

Contractor Access and Work Restrictions:

Allowed Duration: 7 Calendar Days

Work Items to be Completed: This phase shall include the completion of all work items the work area(s) designated on the plans. This includes but is not limited to:

1. Low-Profile Barricade placement
2. Constant Current Regulator (CCR) and other associated vault equipment replacements
3. Cleaning of all associated electrical structures

Areas Closed to Aircraft Operations:

- Rotating daytime closures of areas affected on the Terminal Apron – to be coordinated with GFIAA operations

Taxi Routes: No taxi route changes.

Impacts to NAVAIDS: No impacts anticipated

Lighting and Marking Changes: Taxiway B circuits will be intermittently de-energized for the duration of Phase 5 as equipment is replaced. No marking changes are expected.

4.2 Construction Safety Drawings

Graphical exhibits specifically indicating operational safety procedures and methods in areas affected by construction activities associated with this project (by phase) have been provided with this CSPP and incorporated into the project drawing set. Reference Appendix A, Exhibits G020 - G040.

4.3 Areas of Operations Affected by the Construction Activity

Runways, taxiways, and other airfield surfaces shall remain in use by aircraft to the maximum extent possible without compromising safety. The performance of this contract will require the closure or partial closure of several taxiways or runways on a scheduled and phased basis. These phased areas are graphically illustrated in the attached exhibits, reference Appendix A, Exhibit G030. In addition, reference the previous section, Section 4.1, "Phasing Elements".

Table 1: Operational Effects - Phase 1

Project	Taxiway B Lighting Rehabilitation	
Phase	Phase 1 – 21 Calendar Days	
Operational Requirements	Normal ADG (Existing)	Phase 1 (Anticipated)
Runway 8L-26R	C-II	No changes
Terminal Apron (West)	D-IV	No changes
Runway 8R-26L	D-IV	Off Peak Closures
Runway 17-35	D-IV	No changes
Taxiway D2	ADG IV, TDG-5	No changes
Taxiway D	ADG IV, TDG-5	No changes
Taxiway Z	ADG IV, TDG-5*	No changes
Taxiway Y	ADG IV, TDG-5*	No changes
Taxiway R	ADG IV, TDG-5	No changes
Taxiway M	ADG IV, TDG-5	No changes
Taxiway E	ADG IV, TDG-5	No changes
Taxiway A	ADG IV, TDG-5	No changes
Taxiway A2	ADG IV, TDG-5	No changes
Taxiway A1	ADG IV, TDG-5	No changes
Taxiway F	ADG III, TDG-2	No changes
Taxiway B	ADG IV, TDG-5	Closed south of RW 8R/26L
Taxiway B1	ADG IV, TDG-5	Closed
Taxiway B2	ADG IV, TDG-5	Closed
Taxiway B3	ADG IV, TDG-5	Closed
Taxiway P	ADG IV, TDG-5	No changes
Taxiway L	ADG IV, TDG-5	No changes
Taxiway N	ADG IV, TDG-5	No changes
Taxiway D1	ADG IV, TDG-5	No changes

*ADG & TDG vary depending on location – data provided for segment within project limits

**Areas not to be closed concurrently

Table 2: Operational Effects - Phase 2

Project	Taxiway B Lighting Rehabilitation	
Phase	Phase 2 – 7 Calendar Days	
Operational Requirements	Normal ADG (Existing)	Phase 1 (Anticipated)
Runway 8L-26R	C-II	No changes
Terminal Apron (West)	D-IV	No changes
Runway 8R-26L	D-IV	Off Peak Closures
Runway 17-35	D-IV	No changes
Taxiway D2	ADG IV, TDG-5	No changes
Taxiway D	ADG IV, TDG-5	No changes
Taxiway Z	ADG IV, TDG-5*	No changes
Taxiway Y	ADG IV, TDG-5*	No changes
Taxiway R	ADG IV, TDG-5	No changes
Taxiway M	ADG IV, TDG-5	No changes
Taxiway E	ADG IV, TDG-5	No changes
Taxiway A	ADG IV, TDG-5	Closed between TW P and TW A2
Taxiway A2	ADG IV, TDG-5	No changes
Taxiway A1	ADG IV, TDG-5	Closed
Taxiway F	ADG III, TDG-2	No changes
Taxiway B	ADG IV, TDG-5	Closed between RW 8R/26L and TW D; Closed between TW B3 and RW 8R/26L
Taxiway P	ADG IV, TDG-5	No changes
Taxiway L	ADG IV, TDG-5	No changes
Taxiway N	ADG IV, TDG-5	No changes
Taxiway D1	ADG IV, TDG-5	No changes

*ADG & TDG vary depending on location – data provided for segment within project limits

**Areas not to be closed concurrently

Table 3: Operational Effects - Phase 2A

Project	Taxiway B Lighting Rehabilitation	
Phase	Phase 2A – 7 Calendar Days	
Operational Requirements	Normal ADG (Existing)	Phase 1 (Anticipated)
Runway 8L-26R	C-II	No changes
Terminal Apron (West)	D-IV	No changes
Runway 8R-26L	D-IV	No changes
Runway 17-35	D-IV	No changes
Taxiway D2	ADG IV, TDG-5	No changes
Taxiway D	ADG IV, TDG-5	Closed between TW E and RW 17/35
Taxiway Z	ADG IV, TDG-5*	No changes
Taxiway Y	ADG IV, TDG-5*	No changes
Taxiway R	ADG IV, TDG-5	No changes
Taxiway M	ADG IV, TDG-5	No changes
Taxiway E	ADG IV, TDG-5	No changes
Taxiway A	ADG IV, TDG-5	No changes
Taxiway A2	ADG IV, TDG-5	No changes
Taxiway A1	ADG IV, TDG-5	No changes
Taxiway F	ADG III, TDG-2	No changes
Taxiway B	ADG IV, TDG-5	Closed between TW A and TW B4
Taxiway P	ADG IV, TDG-5	No changes
Taxiway L	ADG IV, TDG-5	No changes
Taxiway N	ADG IV, TDG-5	No changes
Taxiway D1	ADG IV, TDG-5	No changes

*ADG & TDG vary depending on location – data provided for segment within project limits

**Areas not to be closed concurrently

Table 4: Operational Effects - Phase 2B

Project	Taxiway B Lighting Rehabilitation	
Phase	Phase 2B – 14 Calendar Days	
Operational Requirements	Normal ADG (Existing)	Phase 1 (Anticipated)
Runway 8L-26R	C-II	No changes
Terminal Apron (West)	D-IV	No changes
Runway 8R-26L	D-IV	No changes
Runway 17-35	D-IV	Off Peak Closures
Taxiway D2	ADG IV, TDG-5	No changes
Taxiway D	ADG IV, TDG-5	No changes
Taxiway Z	ADG IV, TDG-5*	No changes
Taxiway Y	ADG IV, TDG-5*	No changes
Taxiway R	ADG IV, TDG-5	No changes
Taxiway M	ADG IV, TDG-5	No changes
Taxiway E	ADG IV, TDG-5	No changes
Taxiway A	ADG IV, TDG-5	No changes
Taxiway A2	ADG IV, TDG-5	No changes
Taxiway A1	ADG IV, TDG-5	No changes
Taxiway F	ADG III, TDG-2	No changes
Taxiway B	ADG IV, TDG-5	Closed north of TW D
Taxiway B4	ADG IV, TDG-5	Closed
Taxiway B5	ADG IV, TDG-5	Closed
Taxiway V	ADG IV, TDG-5	Closed between Terminal Apron and RW 17/35
Taxiway P	ADG IV, TDG-5	No changes
Taxiway L	ADG IV, TDG-5	No changes
Taxiway N	ADG IV, TDG-5	No changes
Taxiway D1	ADG IV, TDG-5	No changes

*ADG & TDG vary depending on location – data provided for segment within project limits

**Areas not to be closed concurrently

Table 5: Operational Effects - Phase 3

Project	Taxiway B Lighting Rehabilitation	
Phase	Phase 3 – 14 Calendar Days	
Operational Requirements	Normal ADG (Existing)	Phase 1 (Anticipated)
Runway 8L-26R	C-II	No changes
Terminal Apron (West)	D-IV	No changes
Runway 8R-26L	D-IV	No changes
Runway 17-35	D-IV	No changes
Taxiway D2	ADG IV, TDG-5	No changes
Taxiway D	ADG IV, TDG-5	No changes
Taxiway Z	ADG IV, TDG-5*	No changes
Taxiway Y	ADG IV, TDG-5*	No changes
Taxiway R	ADG IV, TDG-5	No changes
Taxiway M	ADG IV, TDG-5	No changes
Taxiway E	ADG IV, TDG-5	No changes
Taxiway A	ADG IV, TDG-5	No changes
Taxiway A2	ADG IV, TDG-5	No changes
Taxiway A1	ADG IV, TDG-5	No changes
Taxiway F	ADG III, TDG-2	No changes
Taxiway B	ADG IV, TDG-5	Closed north of TW V B5 Closed
Taxiway P	ADG IV, TDG-5	No changes
Taxiway L	ADG IV, TDG-5	No changes
Taxiway N	ADG IV, TDG-5	No changes
Taxiway D1	ADG IV, TDG-5	No changes

*ADG & TDG vary depending on location – data provided for segment within project limits

**Areas not to be closed concurrently

Table 6: Operational Effects - Phase 4

Project	Taxiway B Lighting Rehabilitation	
Phase	Phase 4 – 14 Calendar Days	
Operational Requirements	Normal ADG (Existing)	Phase 1 (Anticipated)
Runway 8L-26R	C-II	No changes
Terminal Apron	D-IV	Rotating daytime closures as needed
Runway 8R-26L	D-IV	No changes
Runway 17-35	D-IV	No changes
Taxiway D2	ADG IV, TDG-5	No changes
Taxiway D	ADG IV, TDG-5	Rotating daytime closures as needed
Taxiway Z	ADG IV, TDG-5*	No changes
Taxiway Y	ADG IV, TDG-5*	No changes
Taxiway R	ADG IV, TDG-5	No changes
Taxiway M	ADG IV, TDG-5	No changes
Taxiway E	ADG IV, TDG-5	No changes
Taxiway A	ADG IV, TDG-5	No changes
Taxiway A2	ADG IV, TDG-5	No changes
Taxiway A1	ADG IV, TDG-5	No changes
Taxiway F	ADG III, TDG-2	No changes
Taxiway B	ADG IV, TDG-5	No changes
Taxiway P	ADG IV, TDG-5	No changes
Taxiway L	ADG IV, TDG-5	No changes
Taxiway N	ADG IV, TDG-5	No changes
Taxiway D1	ADG IV, TDG-5	No changes

*ADG & TDG vary depending on location – data provided for segment within project limits

**Areas not to be closed concurrently

Table 7: Operational Effects - Phase 5

Project	Taxiway B Lighting Rehabilitation	
Phase	Phase 5 – 7 Calendar Days	
Operational Requirements	Normal ADG (Existing)	Phase 1 (Anticipated)
Runway 8L-26R	C-II	No changes
Terminal Apron	D-IV	Rotating daytime closures as needed
Runway 8R-26L	D-IV	No changes
Runway 17-35	D-IV	No changes
Taxiway D2	ADG IV, TDG-5	No changes
Taxiway D	ADG IV, TDG-5	No changes
Taxiway Z	ADG IV, TDG-5*	No changes
Taxiway Y	ADG IV, TDG-5*	No changes
Taxiway R	ADG IV, TDG-5	No changes
Taxiway M	ADG IV, TDG-5	No changes
Taxiway E	ADG IV, TDG-5	No changes
Taxiway A	ADG IV, TDG-5	No changes
Taxiway A2	ADG IV, TDG-5	No changes
Taxiway A1	ADG IV, TDG-5	No changes
Taxiway F	ADG III, TDG-2	No changes
Taxiway B	ADG IV, TDG-5	No changes
Taxiway P	ADG IV, TDG-5	No changes
Taxiway L	ADG IV, TDG-5	No changes
Taxiway N	ADG IV, TDG-5	No changes
Taxiway D1	ADG IV, TDG-5	No changes

*ADG & TDG vary depending on location – data provided for segment within project limits

**Areas not to be closed concurrently

4.3.1 Identification of Affected Areas

See Section 4.2, “Construction Safety Drawings” above for graphical identification of areas affected by construction operations. Of particular concern are the following:

- Closing, or partial closing, of runways, taxiways and aprons:**

Airfield closures during each phase of this project are identified in the previous section, Section

4.3 "Areas and Operations Affected by the Construction Activity", and graphically illustrated in the attached exhibit included in Appendix A of this document.

2. Closing of Aircraft Rescue and Fire Fighting (ARFF) access routes:

Access into, through, and/or around the airfield will remain in the existing configuration during Phase 1 and rerouted at the conclusion of the Phase 1 construction.

3. Closing of access routes used by airport and airline support vehicles:

Access through and/or around the project work area by airport and airline support vehicles may be reduced or rerouted during this project.

4. Interruption of utilities, including water supplies for firefighting:

Several utilities have been identified within the project limits. These include but may not be limited to communication lines, storm sewer lines, sanitary sewer lines and airfield / FAA electrical lines. No interruptions to utilities (other than airfield taxiway edge lighting systems) are anticipated for the duration of this project.

5. Approach/departure surfaces affected by heights of objects:

Contractor equipment used in the project and/or staging area may be a concern. A 7460-1 form shall be issued prior to construction.

6. Construction areas:

These areas include the project work area, storage/stockpile areas, staging areas, and Contractor haul routes near active airfield surfaces. Partial airfield closures are planned during phase 1, which has been detailed in this report. The project work areas and Contractor haul routes will not be within active (open) airfield movement areas. These areas are identified graphically in attached exhibits.

4.3.2 Mitigation of Effects

This CSPP has established specific requirements and operational procedures necessary to maintain the safety and efficiency of airport operations during the construction of this project.

All coordination pertaining to airport operations during construction will go through the Engineer and the airport's Project Manager. Any required NOTAM's to be issued will be sent through the Engineer and issued by the Airport.

1. Temporary changes to runway and/or taxiway operations:

The effected airfield areas identified in the previous sections of this report as being closed to aircraft traffic will be barricaded using low-profile, lighted barricades and placed at the limits of each phase, as shown in the exhibits provided in Appendix A. Runway closure markers will be installed by the Contractor or Airport during appropriate phases which require a runway closure. Closed taxiway markings (a large "X" shaped marking) will be installed by the Contractor during

each phase in which an exit taxiway (adjacent to an active runway) is required to be closed to aircraft operations. See details included in Appendix A, Exhibit G040. In addition, any required NOTAMs shall be issued on the various temporary changes to aircraft access through the affected areas.

2. Detours for ARFF and other airport vehicles:

The project work site shall remain open to all ARFF vehicles in emergency situations. The Contractor is required to maintain access in and around the project work area for all ARFF vehicles. Proper routing of this traffic will be effectively communicated to all supervisory personnel involved in the construction project.

3. Maintenance of essential utilities:

Special attention shall be given to preventing unscheduled interruption of utility services and facilities. No airfield and/or FAA utilities are anticipated to be affected during construction. The Contractor shall locate and/or arrange for the location of all other underground utilities. When an underground cable or utility is damaged, the Contractor shall immediately repair the affected cable or utility at his/her own expense. Full coordination between airport staff, field inspectors, and construction personnel will be exercised to ensure that all airport power and control cables are fully protected prior to any excavation. Locations of electrical, communication, and other underground utilities will be marked prior to beginning excavation.

4. Temporary changes to air traffic control procedures:

Changes to air traffic control procedures must be coordinated with the FAA.

4.4 Protection of Navigational Aids (NAVAIDs)

Before commencing construction activity, parking vehicles, or storing construction equipment and materials near a NAVAID, coordination with the appropriate FAA ATO to evaluate the effects of construction activity and the required distances and direction from the NAVAID is required. See Section 4.9.5.3, "NAVAIDS" below. Construction activities, materials/equipment storage, and vehicle parking near electronic NAVAIDs require special consideration since they may interfere with lines-of-sight and signals essential to air navigation. **It is not expected that any airfield NAVAIDs will be affected by the construction activities associated with this project.**

4.5 Contractor Access

This CSPP details those areas to which the Contractor must have access, and how Contractor personnel will access those project work areas.

4.5.1.1 Location of Stockpiled Construction Materials

Stockpiled materials and equipment storage are not permitted within the RSA/TSA, OFZ or OFA of an operational runway or taxiway. Stockpiled material shall be constrained in a manner to prevent movement resulting from either aircraft jet blast or wind conditions in excess of ten

miles per hour. Stockpile height shall not exceed 25 feet and shall not penetrate protected airspace (transitional surface or primary surface). In addition, stockpiled material shall have silt fence located around the material to prevent FOD from moving onto the airfield pavements or polluting watercourses.

Stockpiled material nor open trenches exceeding 3 inches in depth and 5 inches in width are not permitted within the limits of safety areas of operational runways or taxiways.

Any excess unclassified excavation materials shall remain onsite and be placed at a location designated by GFIAA.

Reference Section 4.7, "Foreign Object Debris (FOD) Management" and Section 4.18, "Protection of Runway and Taxiway Safety Areas" for additional information regarding stockpile management.

4.5.1.2 Vehicle and Pedestrian Operations

Vehicle and pedestrian access routes for airport construction projects must be controlled to prevent inadvertent or unauthorized entry of persons, vehicles, or animals onto the AOA. The airport operator will coordinate requirements for vehicle operations with the affected airport tenants, Contractors, and the FAA air traffic manager. Specific vehicle and pedestrian requirements for this project are as follows:

All construction vehicles and personnel shall be restricted to the immediate work areas specified by the contract for this project. These areas include the haul routes into the work area, the designated Contractor staging area(s)/parking area(s) and the areas under construction. Use of alternative haul routes or staging areas by the Contractor shall not be permitted without prior notification and approval by the Airport Engineer.

Access or haul routes used by Contractor vehicles must be clearly marked to prevent accidental entry to areas open to airport operations. **Construction traffic must remain on the haul road, never straying from the approved paths.** Maintenance and upkeep of the haul roads are the responsibility of the Contractor. Dust must be removed from the haul roads by mechanical sweeping. Application of water to reduce dust originating on dirt or gravel haul routes must be provided as often as necessary. Haul roads in any airport traffic areas must be especially monitored for dust and debris to prevent any potential Foreign Object Debris (FOD) situations. The Contractor is responsible for any damage caused by construction traffic on the haul roads, regardless of whether in an approved or un-approved traffic area. Following construction completion, the Contractor shall grade, reseed, clean, or otherwise restore the haul route areas to their original conditions, as approved by the Airport. Special attention must be given to

ensure that if construction traffic is to share or cross any ARFF routes that ARFF right of way is not impeded at any time, and that construction traffic on haul roads do not interfere with NAVAIDs or approach surfaces of operational runways. Work necessary in maintaining the haul roads and compliance with safety and security requirements is considered incidental to the project, and therefore, shall not be directly paid for.

Contractor parking and equipment staging areas have been identified as such and are graphically identified in the plans and the attached exhibits, reference Appendix A, Exhibit G020.

The Contractor shall provide a flagperson during phases of work where Contractor traffic must cross active aircraft routes in the non-movement area. The locations of required flagpersons are shown on the phasing plan, reference Appendix A, Exhibit G030. Flagpersons shall be equipped with 12" x 12", high visibility orange flags, and shall receive specific training from airport operations regarding airfield operation safety.

Contractor must service all construction vehicles within the limits of the project work area or the Contractor staging area. Parked construction vehicles must be outside the safety area of an active runway or object free area of an active taxiway. In some cases, a complex setup procedure makes movement of specialized equipment infeasible (i.e. slip form paving machines and concrete hard forms), inactive equipment must not be parked on closed taxiways or runways. If it is necessary to leave specialized equipment on a closed taxiway or runway at night, the equipment must be well lit. Employees shall also park construction vehicles outside the OFA when not in use by construction personnel (for example, overnight, on weekends, or during other periods when construction is not active). Parking areas must not obstruct the clear line of sight by the ATCT to any taxiways or runways under air traffic control nor obstruct any runway visual aids, signs, or navigation aids. The FAA must also study those areas to determine effects on airport design criteria; surfaces established by 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace (Part 77), and on NAVAIDs and Instrument Approach Procedures (IAP). See Section 3.9.5 below for further information.

The project area(s), including haul routes, Contractor staging areas, and associated safety and security details are also provided graphically in the attached exhibits, reference Appendix A.

At no time will vehicles or personnel enter portions of the secure AOA outside the contract area unless permitted and escorted by airport personnel and/or the RPR.

All construction-related activity taking place within any active area of the AOA requires the presence of an airport escort having radio communication with the FAA control tower unless

prior approval is obtained from Airport Operations. Any command or instruction given by the control tower or Airport shall be immediately obeyed by the operator.

Operations personnel shall maintain radio communication with air traffic control and monitoring air traffic control frequencies when Airport Operations deems necessary.

All vehicles operating on the airport and in the general vicinity of the work areas must be marked with flashing yellow/amber beacons during daylight hours. In addition, the vehicles and equipment will be identified with the name and/or logo of the Contractor and be of sufficient size to be identified at a distance. During hours of darkness or low visibility they shall be marked with at least flashing yellow/amber beacons.

Beacons must be maintained to current standards and in good working and operational condition. Beacons must be located on the uppermost part of the vehicle structure, visible from any direction, and flash 75 +/- 15 flashes per minute.

At no time shall active taxiways or runways be crossed by construction equipment without notification and proper approval/clearance from Airport Operations and air traffic control.

Aircraft traffic will continue to use existing runways, aprons, and taxiways at the Airport during the time that work under a contract is being performed. The Contractor must, at all times, conduct the work as to create no hindrance, hazard, or obstacle to aircraft using the Airport.

Airport operators and Contractors must also maintain a high level of security during construction when access points are created in the security fencing to permit construction vehicle access. Existing or temporary gates shall be left closed and locked or manned by construction personnel to prevent unauthorized access by vehicles, animals, or people.

Procedures conforming to Airport security protocols should be in place to ensure that only authorized persons and vehicles have access to the AOA and to prohibit “piggybacking” behind another person or vehicle. Access shall be made available at all times to all airport operations and airport emergency vehicles traveling to operations areas within the proximity of the construction work zone(s).

4.6 Wildlife Management

Construction Contractors must carefully control and continuously remove waste or loose materials that might attract wildlife. Contractor personnel must be aware of and avoid construction activities that can create wildlife hazards in airports, including but not limited to the following:

4.6.1 Trash

Food scraps from construction personnel activity must be collected.

4.6.2 Standing Water

Water shall not be allowed to collect and pool for more than any single 24-hour period.

4.6.3 Tall Grass and Seeds

Not applicable to this project.

4.6.4 Poorly Maintained Fencing and Gates

See Section 4.5.1.2, "Vehicle and pedestrian operations".

4.6.5 Disruption of Existing Wildlife Habitat

Not applicable to this project.

4.7 Foreign Object Debris (FOD) Management

Special care and measures shall be taken to prevent Foreign Object Debris damage (FOD) when working in an airport environment. **The Contractor shall be held responsible for implementing an approved FOD Management Plan as a part of the SPCD.** The FOD Management Plan will have procedures for prevention, regular cleanup, and containment of construction material and debris. The Contractor will ensure all vehicles related to the construction project using paved surfaces in the AOA shall be free of any debris that could create a FOD hazard. Special attention will be given to the cleaning of cracks and pavement joints. All active taxiways, aprons, and runways must remain clean. Waste containers with attached lids shall be required on construction sites.

Special attention should be given to securing lightweight construction material (concrete insulating blankets, tarps, insulation, etc.). Specific securing procedures and/or chain-link enclosures may be required.

Contractors will provide their own equipment for vehicle and equipment washing and cleanup.

Immediate access to a power sweeper is required when construction occurs on any pavement area inside the AOA, unless an appropriate alternative has been approved by the Airport Engineer and Airport Management.

Airport operations will conduct additional self-inspection in the vicinity of the project with special emphasis on the presence of FOD that could damage aircraft.

4.8 Hazardous Materials (HAZMAT) Management

Contractors operating construction vehicles and equipment at the airport must be prepared to expeditiously contain and cleanup spills resulting from fuel, hydraulic fluid, or other chemical fluid leaks. Transport and handling of other hazardous materials at an airport also requires special procedures. **To that end, the Contractor is required to develop and implement spill prevention and response procedures for vehicle operations. The Contractor shall incorporate these procedures into the SPCD.** This includes maintenance of appropriate MSDS data and appropriate prevention and response equipment on-site.

4.9 Notification of Construction Activities

Following is information and procedures for immediate notification of airport users and the FAA of any conditions adversely affecting the operational safety of the airport.

4.9.1 Points of Contact/List of Responsible Representatives

Emergency Telephone Number:	911
Information, Compliance, and Assistance	(616) 233-6055

4.9.2 Notices to Airmen

Only the airport operator may initiate or cancel NOTAMs on airport conditions and is the only entity that can close or open a runway or taxiway. The airport operator must coordinate the issuance, maintenance, and cancellation of NOTAMs about airport conditions resulting from construction activities with tenants and the local air traffic facility (control tower, approach control, or air traffic control center), and must provide information on closed or hazardous conditions on airport movement areas to the FAA Flight Service Station (FSS) so it can issue a NOTAM. The airport operator must file and maintain a list of authorized representatives with the FSS. Only the FAA may issue or cancel NOTAMs on shutdown or irregular operation of FAA owned facilities. Any person having reason to believe that a NOTAM is missing, incomplete, or inaccurate must immediately notify the airport operator.

Any NOTAMs for planned airfield closures for this project must be coordinated through airport's Project Manager and the Engineer. The Contractor shall provide a minimum of three (3) days of notice for closures. Reference Section 4.1, "Phasing Elements" for planned closures for this project, which may require issuance of a NOTAM.

4.9.3 Emergency Notification Procedures

In the event of an emergency, the Contractor shall be required to contact emergency services by calling 911.

In the event of an aircraft emergency, severe weather conditions, or any issue as determined by Gerald R. Ford International Airport Authority that may affect aircraft operations, the Contractor's personnel and/or equipment may be required to immediately vacate the area(s) affected. Points of contact for the various parties involved with the project shall be identified and shared at the pre-construction meeting among the various parties, reference Section 3.1., "Coordination Meetings". **Specific emergency notification procedures shall be incorporated into the Contractor's SPCD.**

4.9.4 Coordination with Emergency First Responder Personnel

The Contractor shall coordinate, through the duly appointed airport representative, mutual aid providers, and other emergency services if construction requires the following:

- The deactivation and subsequent reactivation of water lines or fire hydrants
- The Rerouting, blocking, and restoration of emergency access routes
- The use of hazardous materials on the airfield

Procedures and methods for addressing any planned or emergency response actions on the airfield concerning this project shall be established and implemented prior to the start of construction.

4.9.5 Notification to the FAA

4.9.5.1 Part 77

Any person proposing construction or alteration of objects that affect navigable airspace, as defined in Part 77, must notify the FAA. This includes construction equipment and proposed parking areas for this equipment (i.e. cranes, graders, other equipment) on airports. FAA Form 7460-1, Notice of Proposed Construction or Alteration, can be used for this purpose and submitted to the appropriated FAA Airports Regional or District Office. **RS&H will submit FAA Form 7460-1 prior to award of the contract.**

4.9.5.2 Part 157

With some exceptions, Title 14 CFR Part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports, requires that the airport operator notify the FAA in writing whenever a non-Federally funded project involves the construction of a new airport; the construction, realigning, altering, activating, or abandoning of a runway, landing strip, or associated taxiway; or the deactivation or abandoning of an entire airport. Notification involves submitting FAA Form 7480-1, Notice of Landing Area Proposal, to the nearest FAA Airports Regional or District Office. It is not anticipated that Part 157 notifications will be required for this project.

4.9.5.3 NAVAIDS

For emergency (short-notice) notification about impacts to both airport owned and FAA owned NAVAIDs, contact the Airport manager, or the Engineer. **No impacts to NAVAIDs are anticipated for this project.**

4.9.5.3.1 Airport Owned/FAA Maintained:

If construction operations require a shutdown of more than 24 hours, or more than 4 hours daily on consecutive days, of a NAVAID owned by the airport but maintained by the FAA, provide a 45-day minimum notice to FAA ATO/Technical Operations prior to facility shutdown. Shutdown of airport owned/FAA maintained NAVAIDS is not anticipated to be required for this project.

4.9.5.3.2 FAA Owned:

The airport operator must notify the appropriated FAA ATO Service Area Planning and Requirements (P&R) Group a minimum of 45 days prior to implementing an event that causes impacts to NAVAIDs. This is not anticipated to be required for this project, since no permanent impacts to any NAVAIDs are anticipated.

Coordinate work for an FAA owned NAVAID temporary shutdown with the airport appointed representative and the Engineer. Detail procedures that address unanticipated utility outages and cable cuts that could impact FAA NAVAIDs. In addition, provide seven days of notice to schedule the actual shutdown. Shutdown of certain FAA owned NAVAIDs (PAPIs, ILS) is anticipated to be required for this project during phases that require runway closure (see Section 4.1, "Phasing Elements", for descriptions of these phases).

4.10 Inspection Requirements

4.10.1 Daily (or more frequent) Inspections

To ensure conformance with the CSPP, Inspections shall be conducted by the Contractor at least daily, but more frequently, if necessary. In addition to Contractor's required inspections, Airport Operations will inspect the construction site daily to ensure compliance with the CSPP and the SPCD.

4.10.2 Final Inspections

A final inspection by the Airport and the Engineer will be required prior to reopening each phase of construction to aircraft traffic.

4.11 Underground Utilities

Special attention shall be given to preventing unscheduled interruption of utility services and facilities. Where required due to construction purposes, the FAA shall locate all of their underground cables. The Contractor shall locate and/or arrange for the location of all other

underground utilities. In the event that any utility is damaged, the Contractor shall immediately contact the airport Project Manager, and the Engineer. When an underground utility is damaged due to the Contractor's negligence the Contractor shall immediately repair the affected utility at his/her own expense. Full coordination between airport staff, field inspectors, and construction personnel will be exercised to ensure that all airport power and control cables are fully protected prior to any excavation. Utility locations will be marked prior to beginning excavation. Damage to water facilities, especially those used for firefighting shall be repaired immediately by the Contractor at the direction of the engineer at no expense to the airport or utility owner.

4.12 Penalties

Failure on the part of the Contractor to adhere to prescribed requirements may have consequences that jeopardize the health, safety or lives of customers and employees at the airport, as well as the Contractor's own personnel. The Airport may issue warnings on the first offense based upon the circumstances of the incident. Individuals involved in non-compliance violations may be required to surrender their Airport ID badges and/or be prohibited from working at the airport, pending an investigation of the matter.

Penalties for violations related to the airport safety and security procedures include the following:

- Warning citation, airport ID badge confiscation, retraining (if applicable), and a letter from the employer stating what action if any has been taken to prevent this from happening again.
- Project shutdown and/or removal of personnel involved from the AOA.
- Payment of fines to Federal, State, and local agencies having jurisdiction, including the Airport.

Note: project shutdown may be enforced on a first offense. When construction operations are suspended, activity shall not resume until all deficiencies are rectified.

4.13 Special Conditions

In the event of an aircraft emergency, or any other emergency, the Contractor's personnel and/or equipment may be required to immediately vacate the area. The Contractor will receive notification from Airport Management when special conditions require the construction site to be vacated. In any event, extreme care should be exercised should construction personnel identify any emergency first responder vehicle moving toward the airfield with emergency lights displayed. This will generally mean that an emergency situation is imminent. Reference Section 4.9.3, "Emergency Notification Procedures".

4.14 Runway and Taxiway Visual Aids

4.14.1 General

Airport markings, lighting, signs, and visual NAVAIDs must be clearly visible to pilots, and not misleading, confusing, or deceptive. All must be secured in place to prevent movement by prop wash, jet blast, wing vortices, or other wind currents and constructed of materials that would minimize damage to an aircraft in the event of inadvertent contact.

4.14.2 Markings

As described in Section 4.3.2, any exit taxiways (adjacent to an active runway) that are closed for a specific phase of the project will be marked with a large "X" shaped taxiway closure marking. Refer to exhibits in Appendix A of this document for details. All areas affected by construction will have new pavement markings installed prior to opening for traffic. These final markings will be in accordance with the standards of AC 150/5340-1, *Standards for Airport Markings*, current edition, and the drawings and technical specifications of this project.

4.14.3 Lighting and visual NAVAIDs

Taxiway edge lighting and in those sections of taxiways being rehabilitated or closed to aircraft will be de-energized through the use of temporary jumper circuits or covered. See Section 4.1, "Phasing Elements", and Section 4.4, "Protection of Navigation Aids (NAVAIDs)". No impacts to NAVAIDS are expected for this project.

4.14.4 Signs

Similar to taxiway edge lighting, airfield guidance signage in those sections of taxiways closed to aircraft traffic will be de-energized. Taxiway guidance signs directing pilots to the areas or taxiways closed for extended periods of time shall be covered by an opaque cloth or other approved material fastened to the sign such that propwash or jet blast will not remove the cover.

4.15 Marking and Signage for Access Routes

Location of haul routes on the airport site shall be as specified in the project drawing set and as provided graphically in the attached exhibits, reference Appendix A, Exhibit G020. It shall be the Contractor's responsibility to coordinate off-site haul routes with the appropriate owner who has jurisdiction over the affected route. The haul routes, to the extent possible, shall be marked and signed in accordance with FAA airfield signage requirements, the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) and/or state highway specifications. Signs adjacent to areas used by aircraft must meet the airfield general frangibility requirements as required by the airport and subsequent approval by the Airport Engineer

and/or Airport management. Meeting airfield frangibility requirements may require modification to size and height guidance in the MUTCD.

4.16 Hazard Marking and Lighting

4.16.1 Purpose

Hazard marking and lighting prevents pilots from entering areas closed to aircraft, and prevents construction personnel from entering areas open to aircraft. To that end, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles shall be installed and maintained by the Contractor for the duration of construction operations.

4.16.2 Equipment

For all phases, low-profile barricades of the type detailed in the project drawings shall be placed at the limits of the work area within each phase of the project. Layout locations for this equipment are as shown in the project drawing set and attached exhibits, reference Appendix A, Exhibits G020, G030, and G040. The Contractor shall have a person on-call 24 hours a day for emergency maintenance of airport hazard lighting and barricades. The Contractor must file the contact person's information with the airport operator. Lighting should be checked for proper operation at least once per day, preferably at dusk.

4.17 Work Zone Lighting for Nighttime Construction

Night construction for this project is not required for any phase. The Contractor may elect to perform work during night. In this case, the Contractor shall provide ample lighting to allow for proper illumination of the work area in accordance with project specifications, however, this lighting must not interfere with air traffic control tower or aircraft operations. If the Contractor elects to perform night work, the Contractor shall submit details of the proposed lighting type, location(s), shielding, and aiming direction to the owner for review and approval prior to commencing of the night work.

4.18 Protection of Runway and Taxiway Safety Areas

Safety area encroachments, improper ground vehicle operations and unmarked or uncovered holes and trenches in the vicinity of aircraft operation surfaces and construction areas are the three most recurring threats to safety during construction. Protection of runway and taxiway safety areas, object free areas, obstacle free zones, and approach/departure surfaces shall be a standing requirement for the duration of construction operations. Reference Section 4.9, "Notification of Construction Activities," and Section 4.14, "Runway and Taxiway Visual Aids", for taxiway closure requirements. Reference Section 4.16, "Hazard Marking and Lighting", for hazard marking.

4.18.1 Runway Safety Area (RSA)

A Runway Safety Area (RSA) is the defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway by aircraft.

Table 8: Runway Safety Area (RSA) Dimensions

Runway	RSA Distance from Centerline (ft)	RSA Width (ft)	RSA Length from Departure End of Runway (ft)
Runway 8L-26R	250	500	1,000
Runway 8R-26L	250	500	1,000
Runway 17-35	250	500	1,000

No construction may occur within the existing RSA while the runway is open. Also, open trenches or excavations are not permitted within the RSA while the runway is open. **Therefore, as detailed in Section 4.1, “Phasing Elements”, off-peak closures of Runways 8R-26L and 17-35 are required when the Contractor is performing work within an RSA. The Contractor will be required to ensure that any trenches or excavations within the RSA are properly filled and graded prior to reopening the runway to aircraft traffic.**

4.18.2 Runway Object Free Area (ROFA)

Construction, including excavations, may be permitted in the ROFA. However, equipment must be removed from the ROFA when not in use, and material shall not be stockpiled in the ROFA if not necessary. Stockpiling material in the ROFA requires submittal of a 7460-1 form and justification provided to the appropriate FAA Airports Regional or District Office for approval.

Table 9: Runway Object Free Area (ROFA) Dimensions

Runway	ROFA Distance from Centerline (ft)	ROFA Width (ft)	ROFA Length from End of Runway (ft)
Runway 8L-26R	400	800	1,000
Runway 8R-26L	400	800	1,000
Runway 17-35	400	800	1,000

The Contractor will be required to move any equipment well outside any active ROFA when not in use. Additionally, the Contractor will not be allowed to stockpile material within an active ROFA.

4.18.3 Taxiway and Taxilane Safety Area (TSA)

The taxiway safety area is a defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway. No construction may occur within the TSA while the taxiway is open for aircraft operations.

Table 10: Taxiway Safety Area (TSA) Dimensions

Taxiway/Taxilane	TSA Distance from Centerline (ft)	TSA Width (ft)
Taxiway D2	85.5	171
Taxiway D	85.5	171
Taxiway Z	85.5	171
Taxiway Y	85.5	171
Taxiway R	85.5	171
Taxiway M	85.5	171
Taxiway E	85.5	171
Taxiway A	85.5	171
Taxiway A2	85.5	171
Taxiway A1	85.5	171
Taxiway F	59	118
Taxiway B	85.5	171
Taxiway P	85.5	171
Taxiway L	85.5	171
Taxiway N	85.5	171
Taxiway D1	85.5	171

Open trenches or excavations are not permitted within the TSA while the taxiway is open for unrestricted aircraft operations. Trenches should be backfilled before the taxiway is opened. If backfilling excavations before the taxiway must be opened is impracticable, cover the excavations appropriately. Covering for open trenches must be designed to allow the safe operation of the heaviest aircraft operating on the taxiway across the trench without damage to the aircraft. The Airport may permit the opening of straight taxiway segments to aircraft operations in rare circumstances with restrictions.

Certain portions of the Taxiways within the project limits will be closed in a phased manner to accommodate construction activity (See Section 4.1, “Phasing Elements”). **No construction work is anticipated to be required within any active Taxiway Safety Area during this project.**

4.18.4 Taxiway and Taxilane Object Free Area (TOFA)

Unlike the Runway Object Free Areas, aircraft wings regularly penetrate the taxiway object free area during normal operations. Thus, the restrictions are more stringent. No construction may occur within the TOFA while the taxiway is open for aircraft operations.

Table 11: Taxiway Object Free Area (TOFA) Dimensions

Taxiway/Taxilane	TOFA Distance from Centerline (ft)	TOFA Width (ft)
Taxiway D2	129.5	259
Taxiway D	129.5	259
Taxiway Z	129.5	259
Taxiway Y	129.5	259
Taxiway R	129.5	259
Taxiway M	129.5	259
Taxiway E	129.5	259
Taxiway A	129.5	259
Taxiway A2	129.5	259
Taxiway A1	129.5	259
Taxiway F	93	186
Taxiway B	129.5	259
Taxiway P	129.5	259
Taxiway L	129.5	259
Taxiway N	129.5	259
Taxiway D1	129.5	259

Certain portions of the Taxiways within the project limits will be closed in a phased manner to accommodate construction activity (See Section 4.1, “Phasing Elements”). **No construction work is anticipated to be required within any active Taxiway Object Free Area during this project.**

4.18.5 Runway Obstacle Free Zone (ROFZ)

Construction personnel, material, and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. The OFZ is a defined volume of airspace centered about and above the runway centerline. For all runways at Gerald Ford International Airport, the width of the Runway OFZ is 400 feet (200 feet from the runway centerline) and 200 feet beyond runway end.

No construction work is anticipated to be required within any active Runway Obstacle Free Zone during this project.

4.18.6 Runway Approach/Departure Areas

All personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces. Objects that do not penetrate these surfaces may still be obstructions to air navigation and may affect standard instrument approach procedures. Coordinate with the FAA through the appropriate FAA Airports Regional or District Office.

Construction activity in a runway approach/departure area may result in the need to partially close a runway or displace the existing runway threshold. **No construction work is anticipated to be required within any Runway Approach nor Departure area during this project.**

4.19 Other Limitations

4.19.1 Prohibitions

The following prohibitions are in effect for the duration of this project:

- 1) No use of tall equipment (cranes, concrete pumps, and so on) unless a 7460-1 determination letter is issued for such equipment.
- 2) No use of open flame welding or torches unless fire safety precautions are provided and the airport operator has approved their use.
- 3) No use of electrical blasting caps or explosives of any kind on or within 1,000 ft (300 m) of the airport property.
- 4) No use of flare pots within the AOA.

4.19.2 Restrictions

The following restrictions are in effect for the duration of this project:

- 1) Construction suspension required during specific airport operations – N.A.
- 2) Areas that cannot be worked on simultaneously - See Phasing Plans in Appendix A.
- 3) Day or night construction restrictions – Night construction is not required for any phase of this project

(This page intentionally left blank)

Appendix A

Project Safety, Security, and Phasing Exhibits

(This page intentionally left blank)

(This page intentionally left blank)

Appendix B

FAA Advisory Circulars

AC 150/5370-2G (Excerpts)

Operational Safety on Airports During Construction

(This page intentionally left blank)

3 Develop a Construction Safety and Phasing Plan (CSPP). Development of an effective CSPP will require familiarity with many other documents referenced throughout this AC. See Appendix A, Related Reading Material for a list of related reading material.

1.3.2 Prepare a Safety Plan Compliance Document. The Safety Plan Compliance Document (SPCD) details how the Contractor will comply with the CSPP. Also, it will not be possible to determine all safety plan details (for example specific hazard equipment and lighting, Contractor’s points of contact, construction equipment heights) during the development of the CSPP. The successful Contractor must define such details by preparing an SPCD that the airport operator reviews for approval prior to issuance of a Notice-to-Proceed. The SPCD is a subset of the CSPP, similar to how a shop drawing review is a subset to the technical specifications.

1.4 Who Is Responsible for Safety During Construction?

1.4.3 Define Construction Contractor’s Responsibilities. The Contractor is responsible for complying with the CSPP and SPCD. The Contractor must:

1.4.3.1 Submit a Safety Plan Compliance Document (SPCD) to the airport operator describing how it will comply with the requirements of the CSPP and supply any details that could not be determined before contract award. The SPCD must include a certification statement by the Contractor, indicating an understanding of the operational safety requirements of the CSPP and the assertion of compliance with the approved CSPP and SPCD unless written approval is granted by the airport operator. Any construction practice proposed by the Contractor that does not conform to the CSPP and SPCD may impact the airport’s operational safety and will require a revision to the CSPP and SPCD and re-coordination with the airport operator and the FAA in advance.

2.4 Meet CSPP Requirements.

2.4.2 The Safety Plan Compliance Document (SPCD) should include a general statement by the construction Contractor that he/she has read and will abide by the CSPP. In addition, the SPCD must include all supplemental information that could not be included in the CSPP prior to the contract award. The Contractor statement should include the name of the Contractor, the title of the project CSPP, the approval date of the CSPP, and a reference to any supplemental information (that is, “I, <Name of Contractor>, have read the <Title of Project> CSPP, approved on <Date>, and will abide by it as written and with the following additions as noted:”). The supplemental information in the SPCD should be written to match the format of the CSPP indicating each subject by corresponding CSPP subject number and title. If no supplemental information is necessary for any specific subject, the statement, “No

supplemental information,” should be written after the corresponding subject title. The SPCD should not duplicate information in the CSPP:

- (1) Coordination.** Discuss details of proposed safety meetings with the airport operator and with Contractor employees and subcontractors.
- (2) Phasing.** Discuss proposed construction schedule elements, including:
 - (a) Duration of each phase.
 - (b) Daily start and finish of construction, including “night only” construction.
 - (c) Duration of construction activities during:
 - (i) Normal runway operations.
 - (ii) Closed runway operations.
 - (iii) Modified runway “Aircraft Reference Code” usage.
- (3) Areas and operations affected by the construction activity.** These areas and operations should be identified in the CSPP and should not require an entry in the SPCD.
- (4) Protection of NAVAIDs.** Discuss specific methods proposed to protect operating NAVAIDs.
- (5) Contractor access.** Provide the following:
 - (a) Details on how the Contractor will maintain the integrity of the airport security fence (gate guards, daily log of construction personnel, and other).
 - (b) Listing of individuals requiring driver training (for certificated airports and as requested).
 - (c) Radio communications.
 - (i) Types of radios and backup capabilities.
 - (ii) Who will be monitoring radios.
 - (iii) Whom to contact if the ATCT cannot reach the Contractor’s designated person by radio.
 - (d) Details on how the Contractor will escort material delivery vehicles.
- (6) Wildlife management.** Discuss the following:
 - (a) Methods and procedures to prevent wildlife attraction.
 - (b) Wildlife reporting procedures.
- (7) Foreign Object Debris (FOD) management.** Discuss equipment and methods for control of FOD, including construction debris and dust.
- (8) Hazardous material (HAZMAT) management.** Discuss equipment and methods for responding to hazardous spills.
- (9) Notification of construction activities.** Provide the following:

- (a) Contractor points of contact.
- (b) Contractor emergency contact.
- (c) Listing of tall or other requested equipment proposed for use on the airport and the timeframe for submitting 7460-1 forms not previously submitted by the airport operator.
- (d) Batch plant details, including 7460-1 submittal.

(10) Inspection requirements. Discuss daily (or more frequent) inspections and special inspection procedures.

(11) Underground utilities. Discuss proposed methods of identifying and protecting underground utilities.

(12) Penalties. Penalties should be identified in the CSPP and should not require an entry in the SPCD.

(13) Special conditions. Discuss proposed actions for each special condition identified in the CSPP.

(14) Runway and taxiway visual aids. Including marking, lighting, signs, and visual NAVAIDs. Discuss proposed visual aids including the following:

- (a) Equipment and methods for covering signage and airfield lights.
- (b) Equipment and methods for temporary closure markings (paint, fabric, other).
- (c) Temporary orange construction signs.
- (d) Types of temporary Visual Guidance Slope Indicators (VGSI).

(15) Marking and signs for access routes. Discuss proposed methods of demarcating access routes for vehicle drivers.

(16) Hazard marking and lighting. Discuss proposed equipment and methods for identifying excavation areas.

(17) Work zone lighting for nighttime construction (if applicable). Discuss proposed equipment, locations, aiming, and shielding to prevent interference with air traffic control and aircraft operations.

(18) Protection of runway and taxiway safety areas, object free areas, obstacle free zones, and approach/departure surfaces. Discuss proposed methods of identifying, demarcating, and protecting airport surfaces including:

- (a) Equipment and methods for maintaining Taxiway Safety Area standards.
- (b) Equipment and methods to ensure safe passage of aircraft where Taxiway Safety Area or Taxiway Object Free Area standards cannot be maintained.
- (c) Equipment and methods for separation of construction operations from aircraft operations, including details of barricades.

(19) Other limitations on construction should be identified in the CSPP and should not require an entry in the SPCD.

MANDATORY CONTRACT PROVISIONS

(This page intentionally left blank)

1 ACCESS TO RECORDS AND REPORTS

2 CFR § 200.334

2 CFR § 200.337

FAA Order 5100.38

ACCESS TO RECORDS AND REPORTS

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

2 BREACH OF CONTRACT TERMS

2 CFR Part 200, Appendix II(A)

BREACH OF CONTRACT TERMS

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

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

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

3 BUY AMERICAN PREFERENCE

Title 49 USC § 50101

Executive Order 14005, *Ensuring the Future is Made in All of America by All of America's Workers*

Bipartisan Infrastructure Law (Pub. L. No. 117-58), Build America, Buy America (BABA)

FAA BUY AMERICAN PREFERENCE

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

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

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

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

Certification of Compliance with FAA Buy American Preference – Construction Projects

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

- Bidder or offeror hereby certifies that it will comply with 49 U.S.C. § 50101, BABA and other related U.S. statutes, guidance, and policies of the FAA by:
- a) Only installing iron, steel and manufactured products produced in the United States;
 - b) Only installing construction materials defined as: an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber or drywall that have been manufactured in the United States.
 - c) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
 - d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

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

- a) To provide to the Airport Sponsor or the FAA evidence that documents the source and origin of the iron, steel, and/or manufactured product.
 - b) To faithfully comply with providing U.S. domestic products.
 - c) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
 - d) Certify that all construction materials used in the project are manufactured in the U.S.
- The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 U.S.C. § 50101(a) but may qualify for a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:
- a) To submit to the Airport Sponsor or FAA within 15 calendar days of being selected as the responsive bidder, a formal waiver request and required documentation that supports the type of waiver being requested.
 - b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
 - c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
 - d) To furnish U.S. domestic product for any waiver request that the FAA rejects.

- e) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

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

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

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

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

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

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

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

Date

Signature

Company Name

Title

4 CIVIL RIGHTS - GENERAL

49 USC § 47123

GENERAL CIVIL RIGHTS PROVISIONS

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

General Contract Agreements

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

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

Lease Agreements or Transfer Agreements

If the Contractor transfers its obligation to another, the transferee is obligated in the same manner as the Contractor.

The above provision obligates the Contractor for the period during which the property is owned, used or possessed by the Contractor and the airport remains obligated to the Federal Aviation Administration.

5 CIVIL RIGHTS – TITLE VI ASSURANCE

Title VI Solicitation Notice:

The **Gerald R. Ford International Airport Authority**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4), 28 CFR § 50.3, and 49 CFR Part 21, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner’s race, color, national origin, sex, creed, age, or disability in consideration for an award.

i. Title VI List of Pertinent Nondiscrimination Acts and Authorities

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

Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);

49 CFR Part 21 (Non-discrimination in Federally-Assisted programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964) including amendments thereto;

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.), as amended (prohibits discrimination on the basis of disability); and 49 CFR part 27 (Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance);

The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 et seq.) (prohibits discrimination on the basis of age);

Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);

The Civil Rights Restoration Act of 1987 (P.L. 100-259) (broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);

Titles II and III of the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq) (prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities) as implemented by U.S. Department of Transportation regulations at 49 CFR Parts 37 and 38;

Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681, et seq).

ii. Compliance with Nondiscrimination Requirements:

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

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

iii. Clauses for Construction/Use/Access to Real Property Acquired Under the Activity, Facility or Program

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by **The Gerald R. Ford International Airport Authority** pursuant to the provisions of the Airport Improvement Program grant assurances.

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Title VI List of Pertinent Nondiscrimination Acts and Authorities.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, **The Gerald R. Ford International Airport Authority** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, **The Gerald R. Ford International Airport Authority** will there upon revert to and vest in and become the absolute property of **The Gerald R. Ford International Airport Authority** and its assignees.

6 CLEAN AIR AND WATER POLLUTION CONTROL

2 CFR Part 200, Appendix II(G)

42 USC § 7401, et seq

33 USC § 1251, et seq

Required for Contracts that exceed \$150,000

CLEAN AIR AND WATER POLLUTION CONTROL

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

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

7 CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS

2 CFR Part 200, Appendix II(E)

29 CFR § 5.5(b)(2)

29 CFR 5.8(a)

40 USC § 3702(c)

40 USC § 3704

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

Contract Work Hours and Safety Standards Act Requirements (CWHSSA) (40 USC §§ 3702 & 3704) requires contractors and subcontractors on covered contracts to pay laborers and mechanics employed in the performance of the contracts not less than one and one-half times their basic rate of pay for all hours worked over 40 in a workweek. CWHSSA prohibits unsanitary, hazardous, or dangerous working conditions on federally-assisted projects. The Wage and Hour Division (WHD) within the U.S. Department of Labor (DOL) enforces the compensation requirements of this Act, while DOL's Occupational Safety and Health Administration (OSHA) enforces the safety and health requirements.

CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS

1. Overtime Requirements.

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

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

In the event of any violation of the clause set forth in paragraph (1) of this clause, the Contractor and any subcontractor responsible therefore shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this clause, in the sum of \$33 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this clause.

3. Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration (FAA) or the Owner shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld,

from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this clause.

4. Subcontractors.

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

8 COPELAND “ANTI-KICKBACK” ACT

2 CFR Part 200, Appendix II(D)

29 CFR Parts 3 and 5

COPELAND “ANTI-KICKBACK” ACT

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

9 DAVIS-BACON REQUIREMENTS

2 CFR Part 200, Appendix II(D)

29 CFR Part 5

49 USC § 47112(b)

40 USC §§ 3141-3144, 3146, and 3147

DAVIS-BACON REQUIREMENTS

1. Minimum Wages.

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

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

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

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

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

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

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

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

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

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

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

2. Withholding.

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

cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and Basic Records.

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

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

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

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

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

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

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

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

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

4. Apprentices and Trainees.

(i) Apprentices. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the

work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the Contractor's or subcontractor's registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the Contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

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

5. Compliance with Copeland Act Requirements.

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

6. Subcontracts.

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

subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR § 5.5.7. Contract Termination: Debarment.

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

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

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

9. Disputes Concerning Labor Standards.

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

10. Certification of Eligibility.

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

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

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

10 DEBARMENT AND SUSPENSION

2 CFR Part 180 (Subpart B)

2 CFR Part 200, Appendix II(H)

2 CFR Part 1200

DOT Order 4200.5

Executive Orders 12549 and 12689

CERTIFICATION OF OFFEROR/BIDDER REGARDING DEBARMENT

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

CERTIFICATION OF LOWER TIER CONTRACTORS REGARDING DEBARMENT

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

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

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

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

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

11 DISADVANTAGED BUSINESS ENTERPRISE

49 CFR Part 26

49 U.S.C. § 47113

DISADVANTAGED BUSINESS ENTERPRISE AS A MATTER OF RESPONSIBILITY

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

As a condition of responsibility, every Bidder or Offeror must submit the following information on the forms provided herein within five days after bid opening.

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

Contract Assurance (49 CFR § 26.13)

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

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

Prompt Payment (49 CFR § 26.29)

The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 30 days from the receipt of each payment the prime contractor receives from the **Gerald R. Ford International Airport Authority**. The prime contractor agrees

further to return retainage payments to each subcontractor within **30** days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of **Gerald R. Ford International Airport Authority**. This clause applies to both DBE and non-DBE subcontractors.

Termination of DBE Subcontracts (49 CFR § 26.53(f))

The prime contractor must not terminate a DBE subcontractor listed in response to any aforementioned DBE solicitation provisions (or an approved substitute DBE firm) without prior written consent of the **Gerald R. Ford International Airport Authority**. This includes, but is not limited to, instances in which the prime contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.

The prime contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the contractor obtains written consent of the **Gerald R. Ford International Airport Authority**. Unless the **Gerald R. Ford International Airport Authority's** consent is provided, the prime contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE.

The **Gerald R. Ford International Airport Authority** may provide such written consent only if the **Gerald R. Ford International Airport Authority** agrees, for reasons stated in the concurrence document, that the prime contractor has good cause to terminate the DBE firm. For purposes of this paragraph, good cause includes the circumstances listed in 49 CFR §26.53.

Before transmitting to the **Gerald R. Ford International Airport Authority**, its request to terminate and/or substitute a DBE subcontractor, the prime contractor must give notice in writing to the DBE subcontractor, with a copy to the **Gerald R. Ford International Airport Authority** of its intent to request to terminate and/or substitute, and the reason for the request.

The prime contractor must give the DBE five days to respond to the prime contractor's notice and advise the **Gerald R. Ford International Airport Authority** and the contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why the **Gerald R. Ford International Airport Authority** should not approve the prime contractor's action. If required in a particular case as a matter of public necessity (e.g., safety), the **Gerald R. Ford International Airport Authority** may provide a response period shorter than five days.

In addition to post-award terminations, the provisions of this section apply to pre-award deletions of or substitutions for DBE firms put forward by offerors in negotiated procurements.

12 DISTRACTED DRIVING

Executive Order 13513

DOT Order 3902.10

TEXTING WHEN DRIVING

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

In support of this initiative, the Owner encourages the Contractor to promote policies and initiatives for its employees and other work personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Contractor must include the substance of this clause in all sub-tier contracts exceeding \$15,000 that involve driving a motor vehicle in performance of work activities associated with the project.

13 PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT

2 CFR § 200, Appendix II(K)

2 CFR § 200.216

PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT

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

14 FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)

29 USC § 201, et seq

2 CFR § 200.430

SOLICITATION CLAUSE

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

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

15 LOBBYING AND INFLUENCING FEDERAL EMPLOYEES

31 USC § 1352 – Byrd Anti-Lobbying Amendment

2 CFR Part 200, Appendix II(I)

49 CFR Part 20, Appendix A

CERTIFICATION REGARDING LOBBYING

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. § 1352. 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.

16 OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

29 CFR Part 1910

OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

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

17 PROCUREMENT OF RECOVERED MATERIALS

2 CFR § 200.323

2 CFR Part 200, Appendix II(J)

40 CFR Part 247

42 USC § 6901, et seq (Resource Conservation and Recovery Act (RCRA))

PROCUREMENT OF RECOVERED MATERIALS

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

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

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

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

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

18 TAX DELINQUENCY AND FELONY CONVICTIONS

Section 8113 of the Consolidated Appropriations Act, 2022 (Public Law 117-103) and similar provisions in subsequent appropriations acts.

DOT Order 4200.6 – Appropriations Act Requirements for Procurement and Non-Procurement Regarding Tax Delinquency and Felony Convictions

CERTIFICATION OF OFFEROR/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS

The applicant must complete the following two certification statements. The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark (✓) in the space following the applicable response. The applicant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

Certifications

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

Note

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

Term Definitions

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

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

19 TERMINATION OF CONTRACT

2 CFR Part 200, Appendix II(B)

FAA Advisory Circular 150/5370-10, Section 80-09

TERMINATION FOR CONVENIENCE (CONSTRUCTION & EQUIPMENT CONTRACTS)

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

1. Contractor must immediately discontinue work as specified in the written notice.
2. Terminate all subcontracts to the extent they relate to the work terminated under the notice.
3. Discontinue orders for materials and services except as directed by the written notice.
4. Deliver to the Owner all fabricated and partially fabricated parts, completed and partially completed work, supplies, equipment and materials acquired prior to termination of the work, and as directed in the written notice.
5. Complete performance of the work not terminated by the notice.
6. Take action as directed by the Owner to protect and preserve property and work related to this contract that Owner will take possession.

Owner agrees to pay Contractor for:

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

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

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

TERMINATION FOR CAUSE (CONSTRUCTION)

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

20 TRADE RESTRICTION CERTIFICATION

49 USC § 50104

49 CFR Part 30

TRADE RESTRICTION CERTIFICATION

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

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

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

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

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

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

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

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

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

21 VETERAN'S PREFERENCE

49 USC § 47112(c)

VETERAN'S PREFERENCE

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

22 DOMESTIC PREFERENCES FOR PROCUREMENTS

2 CFR § 200.322

2 CFR Part 200, Appendix II(L)

CERTIFICATION REGARDING DOMESTIC PREFERENCES FOR PROCUREMENTS

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

23 PROHIBITION OF COVERED UNMANNED AIRCRAFT SYSTEMS (UAS)

FAA Reauthorization Act of 2024 (Public Law 118-63), Section 936

49 U.S.C. § 44801 note

DEFINITIONS

The term “Covered UAS” means a small unmanned aircraft, an unmanned aircraft, and unmanned aircraft system, or the associated elements of such aircraft and aircraft systems related to the collection and transmission of sensitive information (consisting of communication links and the components that control the unmanned aircraft) that enable the operator to operate the aircraft in the National Airspace System which is manufactured or assembled by a covered foreign entity; and an unmanned aircraft detection system or counter- UAS system that is manufactured or assembled by a covered foreign entity. These covered foreign entities include:

- (a) The People’s Republic of China.
- (b) The Russian Federation.
- (c) The Islamic Republic of Iran.
- (d) The Democratic People’s Republic of Korea.
- (e) The Bolivarian Republic of Venezuela.
- (f) The Republic of Cuba.
- (g) Any other country the Secretary determines necessary.

PROHIBITION OF COVERED UNMANNED AIRCRAFT SYSTEMS (UAS)

The Bidder or Offeror certifies that they are aware of and comply with relevant Federal statutes and regulations, including those from the Federal Aviation Administration (FAA), for operating unmanned aircraft systems (UAS) in accordance, and in compliance with all related requirements in the FAA Reauthorization Act of 2024 (Public Law 118-63), section 936 (49 U.S.C. § 44801 note).

Contractor warrants that all UAS operations will be conducted in full compliance with all applicable Federal Aviation Administration (FAA) regulations, including but not limited to 14 CFR Part 107, and any other applicable local, state, or Federal laws and regulations.

Sponsors and subgrant recipients cannot use AIP grant funds to enter into, extend, or renew a contract related to covered unmanned aircraft systems (UAS). This includes both procurement and operational contracts, as well as contracts with entities that operate such systems.

GENERAL REQUIREMENT FOR RECIPIENTS
Excerpts from USDOT Regulation 49 CFR, Part 26

1 of 5

A. 26.5 What Do The Terms Used In This Part Mean? *(Replaces 23.5 and 23.62)

Insert the following portions:

Disadvantaged Business Enterprise or DBE means a for-profit small business concern -

- (1) That is at least 51 percent owned by one or more individuals who are both socially and economically disadvantaged or in the case of a corporation, in which 51 percent of the stock is owned by one or more such individuals; and
- (2) Whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

Small Business Concern means, with respect to firms seeking to participate as DBEs in DOT- assisted contracts, a small business concern as defined pursuant to section 3 of the Small Business Act and Small Business Administration regulations implementing it (13 CFR part 121) that also does not exceed the cap on average annual gross receipts specified in §26.65(b).

Socially and economically disadvantaged individual means any individual who is a citizen (or lawfully admitted permanent resident) of the United States and who is -

- (1) Any individual who a recipient finds to be a socially and economically disadvantaged individual on a case-by-case basis.
- (2) Any individual in the following groups, members of which are rebuttably presumed to be socially and economically disadvantaged:
 - (i) "*Black Americans*," which includes persons having origins in any of the Black racial tv groups of Africa;
 - (ii) "*Hispanic Americans*," which includes persons of Mexican, Puerto Rican, Cuban, Dominican, Central or South American, or other Spanish or Portuguese culture or origin, regardless of race;
 - (iii) "*Native Americans*," which includes persons who are American Indians, Eskimos, Aleuts, or Native Hawaiians;
 - (iv) "*Asian-Pacific Americans* " which includes persons whose origins are from Japan, China, Taiwan, Korea, Burma (Myanmar), Vietnam, Laos, Cambodia (Kampuchea), Thailand, Malaysia, Indonesia, the Philippines, Brunei, Samoa, Guam, the U. S. Trust Territories of the Pacific Islands, Macao, Fiji, Tonga, Kiribati, Juvalu, Nauru, Federated States of Micro nesia, or Hong Kong;
 - (v) "*Subcontinent Asian Americans*," which includes persons whose origins are from India, Pakistan, Bangladesh, Bhutan, the Maldives Islands, Nepal or Sri Lanka;
 - (vi) *Women*;
 - (vii) Any additional groups whose members are designated as socially and economically disadvantaged by the SBA, at such time as the SBA designation becomes effective.

Tribally-owned concern means any concern at least 51 percent owned by an Indian tribe as defined in this section.

You refers to a recipient, unless a statement in the text of this part or the context requires otherwise (i.e., 'you must do XYZ means that recipients must do XYZ).

B. 26.1 What are the Objectives of this Part? *(Replaces 23.43)

This part seeks to achieve several objectives:

- (a) To ensure nondiscrimination in the award and administration of DOT-assisted contracts in the Department's highway, transit, and airport financial assistance programs;
- (b) To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;

- (c) To ensure that the Department's DBE program is narrowly tailored in accordance with applicable law;
- (d) To ensure that only firms that fully meet this part's eligibility standards are permitted to participate as DBEs;
- (e) To help remove barriers to the participation of DBEs in DOT-assisted contracts;
- (f) To assist the development of firms that can compete successfully in the marketplace outside the DBE program; and
- (g) To provide appropriate flexibility to recipients of Federal financial assistance in establishing and providing opportunities for DBEs.

26.3 To Whom Does this Part Apply? *(Replaces 23.43)

(a) If you are a recipient of any of the following types of funds, this part applies to you:

(1) Federal-aid highway funds authorized under Titles I (other than Part B) and V of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Pub. L. 102-240, 105 Stat. 1914, or Titles I, III, and V of the Transportation Equity Act for the 21st Century (TEA-21), Pub. L. 105-178, 112 Stat. 107.

(2) Federal transit funds authorized by Titles I, III, V and VI of ISTEA, Pub. L. 102-240 or by Federal transit laws in Title 49, U.S. Code, or Titles I, III, and V of the TEA-21, Pub. L. 105-178.

(3) Airport funds authorized by 49 U.S.C. 47101, et seq.

(b) [Reserved]

(c) If you are letting a contract, and that contract is to be performed entirely outside the United States, its territories and possessions, Puerto Rico, Guam, or the Northern Marianas Islands, this part does not apply to the contract.

(d) If you are letting a contract in which DOT financial assistance does not participate, this part does not apply to the contract.

26.13 What Assurances Must Recipients and Contractors Make? *(Replaces 23.43)

(a) Each financial assistance agreement you sign with a DOT operating administration (or a primary recipient) must include the following assurance:

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

(b) Each contract you sign with a contractor (and each subcontract the prime contractor signs with a subcontractor) must include the following assurance:

The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry

out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

C. 26.55 How is DBE Participation Counted Toward Goals? *(Replaces 23.47)

(a) When a DBE participates in a contract, you count only the value of the work actually performed by the DBE toward DBE goals.

(1) Count the entire amount of that portion of a construction contract (or other contract not covered by paragraph (a)(2) of this section) that is performed by the DBE's own forces. Include the cost of supplies and materials obtained by the DBE for the work of the contract, including supplies purchased or equipment leased by the DBE (except supplies and equipment the DBE subcontractor purchases or leases from the prime contractor or its affiliate).

(2) Count the entire amount of fees or commissions charged by a DBE firm for providing a bona fide service, such as professional, technical, consultant, or managerial services, or for providing bonds or insurance specifically required for the performance of a DOT-assisted contract, toward DBE goals, provided you determine the fee to be reasonable and not excessive as compared with fees customarily allowed for similar services.

(3) When a DBE subcontracts part of the work of its contract to another firm, the value of the subcontracted work may be counted toward DBE goals only if the DBE's subcontractor is itself a DBE. Work that a DBE subcontracts to a non-DBE firm does not count toward DBE goals.

(b) When a DBE performs as a participant in a joint venture, count a portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work of the contract that the DBE performs with its own forces toward DBE goals.

(c) Count expenditures to a DBE contractor toward DBE goals only if the DBE is performing a commercially useful function on that contract.

(1) A DBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a commercially useful function, you must evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing and the DBE credit claimed for its performance of the work, and other relevant factors.

(2) A DBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, you must examine similar transactions, particularly those in which DBEs do not participate.

(3) If a DBE does not perform or exercise responsibility for at least 30 percent of the total cost of its contract with its own work force, or the DBE subcontracts a greater portion of the work of a contract than would be expected on the basis of normal industry practice for the type of work involved, you must presume that it is not performing a commercially useful function.

(4) When a DBE is presumed not to be performing a commercially useful function as provided in paragraph (c)(3) of this section, the DBE may present evidence to rebut this presumption. You may determine that the firm is performing a commercially useful function given the type of work involved and normal industry practices.

(5) Your decisions on commercially useful function matters are subject to review by the concerned operating administration, but are not administratively appealable to DOT.

(d) Use the following factors in determining whether a DBE trucking company is performing a commercially useful function:

(1) The DBE must be responsible for the management and supervision of the entire trucking operation for which it is responsible on a particular contract, and there cannot be a contrived arrangement for the purpose of meeting DBE goals.

(2) The DBE must itself own and operate at least one fully licensed, insured, and operational truck used on the contract.

(3) The DBE receives credit for the total value of the transportation services it provides on the contract using trucks it owns, insures, and operates using drivers it employs.

(4) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.

(5) The DBE may also lease trucks from a non-DBE firm, including an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission it receives as a result of the lease arrangement. The DBE does not receive credit for the total value of the transportation services provided by the lessee, since these services are not provided by a DBE.

(6) For purposes of this paragraph (d), a lease must indicate that the DBE has exclusive use of and control over the truck. This does not preclude the leased truck from working for others during the term of the lease with the consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.

(e) Count expenditures with DBEs for materials or supplies toward DBE goals as provided in the following:

(1)(i) If the materials or supplies are obtained from a DBE manufacturer, count 100 percent of the cost of the materials or supplies toward DBE goals.

(ii) For purposes of this paragraph (e)(1), a manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the specifications.

(2)(i) If the materials or supplies are purchased from a DBE regular dealer, count 60 percent of the cost of the materials or supplies toward DBE goals.

(ii) For purposes of this section, a regular dealer is a firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business.

(A) To be a regular dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question.

(B) A person may be a regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone, or asphalt without owning, operating, or maintaining a place of business as provided in this paragraph (e)(2)(ii) if the person both owns and operates distribution equipment for the products. Any supplementing of regular dealers' own distribution equipment shall be by a long-term lease agreement and not on an ad hoc or contract-by-contract basis.

(C) Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions

are not regular dealers within the meaning of this paragraph (e)(2).

(3) With respect to materials or supplies purchased from a DBE which is neither a manufacturer nor a regular dealer, count the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on a job site, toward DBE goals, provided you determine the fees to be reasonable and not excessive as compared with fees customarily allowed for similar services. Do not count any portion of the cost of the materials and supplies themselves toward DBE goals, however.

(f) If a firm is not currently certified as a DBE in accordance with the standards of subpart D of this part at the time of the execution of the contract, do not count the firm's participation toward any DBE goals, except as provided for in §26.87(i).

(g) Do not count the dollar value of work performed under a contract with a firm after it has ceased to be certified toward your overall goal.

(h) Do not count the participation of a DBE subcontractor toward the prime contractor's DBE achievements or your overall goal until the amount being counted toward the goal has been paid to the DBE.

D. 26.11 What Records Do Recipients Keep and Report? *(Replaces 23.49)

(a) [Reserved]

(b) You must continue to provide data about your DBE program to the Department as directed by DOT operating administrations.

(c) You must create and maintain a bidders list, consisting of all firms bidding on prime contracts and bidding or quoting subcontracts on DOT-assisted projects. For every firm, the following information must be included:

- (1) Firm name;
- (2) Firm address;
- (3) Firm's status as a DBE or non-DBE;
- (4) The age of the firm; and
- (5) The annual gross receipts of the firm.

PRIME CONTRACTOR STATEMENT OF DBE/MBE/WBE/HBO SUBCONTRACTOR PAYMENTS

Information required in accordance with 49 CFR part 23.49 and the MEEBOC reporting requirements for procurement from DBE/MBE/WBE/HBO firms, to monitor the progress of the prime contractor in meeting contractual DBE obligations. Failure to provide this information may result in diminished prequalification rating of the prime contractor, or other remedies under contract

SEE INSTRUCTIONS ON REVERSE

PRIME CONTRACTOR	PROJECT NO.	CONTROL SECTION	JOB NO.
------------------	-------------	-----------------	---------

1st Quarter (September 1 - November 30, 20___) 3rd Quarter (March 1 - May 31, 20___) PROJECT COMPLETION
 2nd Quarter (December 1 - February 28/29, 20___) 4th Quarter (June 1 - August 31, 20___) FINAL ESTIMATE

Certified DBE/MBE/WBE/HBO SUBCONTRACTOR	Services/Work Classification	Total Contract Amount	Cumulative Dollar Value of Service Completed	Deductions	Actual Amount Paid to Date	DBE/MBE/WBE/HBO Authorized Signature	Date

As the authorized representative of the above prime contractor, I state that, to the best of my knowledge, this information is true and accurate

CONTRACTOR'S AUTHORIZED REPRESENTATIVE (Signature)	DATE
--	------

FOR MDO T USE ONLY

COMMENTS:

RESIDENT/PROJECT ENGINEER (Signature)	DATE
---------------------------------------	------

146-R (12/90)

INSTRUCTIONS

PRIME CONTRACTOR or AUTHORIZED REPRESENTATIVE:

This statement reports the actual dollar amounts of the project cost earned by and paid to the DBE/MBE/WBE/HBO subcontractor. Complete and submit to the Resident/Project Engineer within 30 days of the end of the quarter, 90 days after project completion, and 30 days after the engineer's submission of the final payment estimate.

For "Project No.", "Control Section", and "Job No.", use the numbers assigned by MDOT.

For "Service/Work Classification" report services performed by the subcontractor, listed by code, as described in Rule 51 of the Administrative Rule governing prequalifications of Bidders for Highway and Transportation Construction Work.

For "Contract Amount", report total amount of the contract between the prime contractor and the subcontractor.

For "Deductions": Report deductions made by the prime contractor to the subcontractor's Cumulative Dollar Value of Services Completed for retainage, bond or other fees, materials, services or equipment provided to the subcontractor according to mutual, prior agreement (documentation of such agreement may be required by MDOT).

For "Actual Amount Paid to Date", report cumulative actual payments made to the subcontractor for services completed.

Provide "DBE/MBE/WBE/HBO Authorized Signature" for project completion reports only.

Be sure to sign, title and date this statement.

MDOT RESIDENT/PROJECT ENGINEER:

Complete the "Comments" area, sign date and forward to Office of small Business Liaison within 7 days of receipt from prime contractor.

NOTICE TO BIDDERS

CERTIFIED PAYROLLS

- A. Certified weekly payrolls covering the contractor's and all subcontractor's work forces shall be submitted to the Project Engineer along with the Weekly Employment and OJT Report (form 1199) on all federally funded projects, except these requirements shall not apply to any contract of \$2,000 or less, or airport sponsor negotiated projects in accordance with CFR 29, Part 3.
- B. Certified weekly payrolls covering the contractor's and the subcontractor's work force will not be required of STATE FUNDED PROJECTS. However, the weekly employment and OJT Report (form 1199) shall be submitted to the Project Engineer on all STATE FUNDED PROJECTS of \$10,000 or more and employing three or more people.
- C. On those contracts involving two or more projects and job numbers and the type of funding is mixed, the necessity for submission of payrolls will be determined on a contract by contract basis. If the Department puts only the wage rates issued by the U.S. Department of Labor in the proposal, payrolls must be submitted on all projects and the federal requirements apply. If the Department includes both the wage rates issued by the U.S. Department of Labor and the Michigan Department of Labor, then the wage requirements apply to the respective federally funded and non-federally funded project.

All payrolls submitted shall identify minority and female employees by preceding the name with an ethnic code notation. Ethnic code groups are (B) Black, (H) Hispanic, (NA) American Indian or Alaskan Eskimo, and (A) Asian or Pacific Islander. Use (F) for female.

All payrolls shall also identify each employee's work classification, including level, i.e., Laborer Group 1, 2, etc., Operating Engineer Group 1, 2, etc., Truck Driver under 8 cu. yds., etc.

Payrolls on federally funded projects are used for determining compliance with federal wage standard provisions.

These requirements are supplemental to other required contract provisions carried in this bid proposal.

SPECIAL PROVISIONS FOR TAXES

1 OF 1

04/01/94
01/23/97
03/25/04

The Contractor shall include, and will be deemed to have included, in its bid and contract price all applicable Michigan Sales and Use taxes which have been enacted into law as of the date the bid is submitted. To the extent of any conflict, this Special provision controls over Section 70-01 of the General Provisions for Construction of Airports.

SPECIAL NOTICE

W-9

In order for payments to be issued through the Michigan Department of Transportation the designated low bidder prior to award of the contract, shall file with the contracting office a 'Request for Taxpayer Identification Number and Certification'. This must be US Department of Treasury, Internal Revenue Service Form W-9. Following on the next page is the form W-9 which must be completed and returned to the contracting office prior to the award of this contract.

Request for Taxpayer Identification Number and Certification

**Give Form to the
 requester. Do not
 send to the IRS.**

Print or type See Specific Instructions on page 2.	Name (as shown on your income tax return)	
	Business name/disregarded entity name, if different from above	
	Check appropriate box for federal tax classification: <input type="checkbox"/> Individual/sole proprietor <input type="checkbox"/> C Corporation <input type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ _____ <input type="checkbox"/> Other (see instructions) ▶ _____	
	<input type="checkbox"/> Exempt payee	
	Address (number, street, and apt. or suite no.)	Requester's name and address (optional)
City, state, and ZIP code		
List account number(s) here (optional)		

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on the "Name" line to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Social security number									

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Employer identification number									

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
3. I am a U.S. citizen or other U.S. person (defined below).

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 4.

Sign Here	Signature of U.S. person ▶	Date ▶
------------------	----------------------------	--------

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income.

Note. If a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States,
- An estate (other than a foreign estate), or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax on any foreign partners' share of income from such business. Further, in certain cases where a Form W-9 has not been received, a partnership is required to presume that a partner is a foreign person, and pay the withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid withholding on your share of partnership income.

The person who gives Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States is in the following cases:

- The U.S. owner of a disregarded entity and not the entity,
- The U.S. grantor or other owner of a grantor trust and not the trust, and
- The U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person, do not use Form W-9. Instead, use the appropriate Form W-8 (see Publication 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a “saving clause.” Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the payee has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items:

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.
4. The type and amount of income that qualifies for the exemption from tax.
5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity not subject to backup withholding, give the requester the appropriate completed Form W-8.

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS a percentage of such payments. This is called “backup withholding.” Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,
2. You do not certify your TIN when required (see the Part II instructions on page 3 for details),
3. The IRS tells the requester that you furnished an incorrect TIN,
4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or
5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See the instructions below and the separate Instructions for the Requester of Form W-9.

Also see *Special rules for partnerships* on page 1.

Updating Your Information

You must provide updated information to any person to whom you claimed to be an exempt payee if you are no longer an exempt payee and anticipate receiving reportable payments in the future from this person. For example, you may need to provide updated information if you are a C corporation that elects to be an S corporation, or if you no longer are tax exempt. In addition, you must furnish a new Form W-9 if the name or TIN changes for the account, for example, if the grantor of a grantor trust dies.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of \$50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a \$500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Name

If you are an individual, you must generally enter the name shown on your income tax return. However, if you have changed your last name, for instance, due to marriage without informing the Social Security Administration of the name change, enter your first name, the last name shown on your social security card, and your new last name.

If the account is in joint names, list first, and then circle, the name of the person or entity whose number you entered in Part I of the form.

Sole proprietor. Enter your individual name as shown on your income tax return on the “Name” line. You may enter your business, trade, or “doing business as (DBA)” name on the “Business name/disregarded entity name” line.

Partnership, C Corporation, or S Corporation. Enter the entity's name on the “Name” line and any business, trade, or “doing business as (DBA) name” on the “Business name/disregarded entity name” line.

Disregarded entity. Enter the owner's name on the “Name” line. The name of the entity entered on the “Name” line should never be a disregarded entity. The name on the “Name” line must be the name shown on the income tax return on which the income will be reported. For example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a domestic owner, the domestic owner's name is required to be provided on the “Name” line. If the direct owner of the entity is also a disregarded entity, enter the first owner that is not disregarded for federal tax purposes. Enter the disregarded entity's name on the “Business name/disregarded entity name” line. If the owner of the disregarded entity is a foreign person, you must complete an appropriate Form W-8.

Note. Check the appropriate box for the federal tax classification of the person whose name is entered on the “Name” line (Individual/sole proprietor, Partnership, C Corporation, S Corporation, Trust/estate).

Limited Liability Company (LLC). If the person identified on the “Name” line is an LLC, check the “Limited liability company” box only and enter the appropriate code for the tax classification in the space provided. If you are an LLC that is treated as a partnership for federal tax purposes, enter “P” for partnership. If you are an LLC that has filed a Form 8832 or a Form 2553 to be taxed as a corporation, enter “C” for C corporation or “S” for S corporation. If you are an LLC that is disregarded as an entity separate from its owner under Regulation section 301.7701-3 (except for employment and excise tax), do not check the LLC box unless the owner of the LLC (required to be identified on the “Name” line) is another LLC that is not disregarded for federal tax purposes. If the LLC is disregarded as an entity separate from its owner, enter the appropriate tax classification of the owner identified on the “Name” line.

Other entities. Enter your business name as shown on required federal tax documents on the "Name" line. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on the "Business name/disregarded entity name" line.

Exempt Payee

If you are exempt from backup withholding, enter your name as described above and check the appropriate box for your status, then check the "Exempt payee" box in the line following the "Business name/disregarded entity name," sign and date the form.

Generally, individuals (including sole proprietors) are not exempt from backup withholding. Corporations are exempt from backup withholding for certain payments, such as interest and dividends.

Note. If you are exempt from backup withholding, you should still complete this form to avoid possible erroneous backup withholding.

The following payees are exempt from backup withholding:

1. An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2),
 2. The United States or any of its agencies or instrumentalities,
 3. A state, the District of Columbia, a possession of the United States, or any of their political subdivisions or instrumentalities,
 4. A foreign government or any of its political subdivisions, agencies, or instrumentalities, or
 5. An international organization or any of its agencies or instrumentalities.
- Other payees that may be exempt from backup withholding include:
6. A corporation,
 7. A foreign central bank of issue,
 8. A dealer in securities or commodities required to register in the United States, the District of Columbia, or a possession of the United States,
 9. A futures commission merchant registered with the Commodity Futures Trading Commission,
 10. A real estate investment trust,
 11. An entity registered at all times during the tax year under the Investment Company Act of 1940,
 12. A common trust fund operated by a bank under section 584(a),
 13. A financial institution,
 14. A middleman known in the investment community as a nominee or custodian, or
 15. A trust exempt from tax under section 664 or described in section 4947.

The following chart shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 15.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt payees except for 9
Broker transactions	Exempt payees 1 through 5 and 7 through 13. Also, C corporations.
Barter exchange transactions and patronage dividends	Exempt payees 1 through 5
Payments over \$600 required to be reported and direct sales over \$5,000 ¹	Generally, exempt payees 1 through 7 ²

¹ See Form 1099-MISC, Miscellaneous Income, and its instructions.

² However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney, and payments for services paid by a federal executive agency.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN. However, the IRS prefers that you use your SSN.

If you are a single-member LLC that is disregarded as an entity separate from its owner (see *Limited Liability Company (LLC)* on page 2), enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

Note. See the chart on page 4 for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local Social Security Administration office or get this form online at www.ssa.gov. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/businesses and clicking on Employer Identification Number (EIN) under Starting a Business. You can get Forms W-7 and SS-4 from the IRS by visiting IRS.gov or by calling 1-800-TAX-FORM (1-800-829-3676).

If you are asked to complete Form W-9 but do not have a TIN, write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note. Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded domestic entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if item 1, below, and items 4 and 5 on page 4 indicate otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). In the case of a disregarded entity, the person identified on the "Name" line must sign. Exempt payees, see *Exempt Payee* on page 3.

Signature requirements. Complete the certification as indicated in items 1 through 3, below, and items 4 and 5 on page 4.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account)	The actual owner of the account or, if combined funds, the first individual on the account ¹
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor ²
4. a. The usual revocable saving trust (grantor is also trustee) b. So-called trust account that is not a legal or valid trust under state law	The grantor-trustee ¹ The actual owner ¹
5. Sole proprietorship or disregarded entity owned by an individual	The owner ³
6. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulation section 1.671-4(b)(2)(i)(A))	The grantor*
For this type of account:	Give name and EIN of:
7. Disregarded entity not owned by an individual	The owner
8. A valid trust, estate, or pension trust	Legal entity ⁴
9. Corporation or LLC electing corporate status on Form 8832 or Form 2553	The corporation
10. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
11. Partnership or multi-member LLC	The partnership
12. A broker or registered nominee	The broker or nominee
13. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity
14. Grantor trust filing under the Form 1041 Filing Method or the Optional Form 1099 Filing Method 2 (see Regulation section 1.671-4(b)(2)(i)(B))	The trust

¹ List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

² Circle the minor's name and furnish the minor's SSN.

³ You must show your individual name and you may also enter your business or "DBA" name on the "Business name/disregarded entity" name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

⁴ List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships* on page 1.

*Note. Grantor also must provide a Form W-9 to trustee of trust.

Note. If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Secure Your Tax Records from Identity Theft

Identity theft occurs when someone uses your personal information such as your name, social security number (SSN), or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax preparer.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter.

If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, contact the IRS Identity Theft Hotline at 1-800-908-4490 or submit Form 14039.

For more information, see Publication 4535, Identity Theft Prevention and Victim Assistance.

Victims of identity theft who are experiencing economic harm or a system problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes.

Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to phishing@irs.gov. You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at: spam@uce.gov or contact them at www.ftc.gov/idtheft or 1-877-IDTHEFT (1-877-438-4338).

Visit IRS.gov to learn more about identity theft and how to reduce your risk.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. possessions for use in administering their laws. The information also may be disclosed to other countries under a treaty, to federal and state agencies to enforce civil and criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism. You must provide your TIN whether or not you are required to file a tax return. Under section 3406, payers must generally withhold a percentage of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to the payer. Certain penalties may also apply for providing false or fraudulent information.

MICHIGAN
DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION
FOR
INDUSTRIAL BY-PRODUCTS AND BENEFICIAL RE-USE**

1 of 1

09/17/14

Description. For this project, regardless of the application, the use of industrial by-products, covered in 2014 PA 178, is prohibited unless the use and application of a particular material is covered elsewhere in the contract.

PROHIBITION OF DISCRIMINATION IN STATE CONTRACTS

In connection with the performance of work under this contract; the contractor agrees as follows:

1. In accordance with Act No. 453, Public Acts of 1976, the contractor hereby agrees not to discriminate against an employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment, or a matter directly or indirectly related to employment, because of race, color, religion, national origin, age, sex, height, weight, or marital status, Further, in accordance with Act No. 220, Public Acts of 1976 as amended by Act No. 478, Public Acts of 1980 the contractor hereby agrees not to discriminate against an employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment, or a matter directly or indirectly related to employment, because of a disability that is unrelated to the individual's ability to perform the duties of a particular job or position. A breach of the above covenants shall be regarded as a material breach of this contract.
2. The contractor hereby agrees that any and all subcontractors to this contract, whereby a portion of the work set forth in this contract is to be performed, shall contain a covenant the same as hereinbefore set forth in Section I of this Appendix.
3. The contractor will take affirmative action to insure that applicants for employment and employees are treated without regard to their race, color, religion, national origin, age, sex, height, weight, marital status or a disability that is unrelated to the individual's ability to perform the duties of a particular job or position, such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.
4. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, national origin, age, sex, height, weight, marital status or disability that is unrelated to the individuals ability to perform the duties of a particular job or position.
5. The contractor or his collective bargaining representative will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice advising the said labor union or workers' representative of the contractor's commitments under this appendix.
6. The contractor will comply with all relevant published rules, regulations, directives, and orders of the Michigan Civil Rights Commission which may be in effect prior to the taking of bids for any individual state project.
7. The contractor will furnish and file compliance reports within such time and upon such forms as provided by the Michigan Civil Rights Commission, said forms may also elicit information as to the practices, policies, program, and employment statistics of each subcontractor as well as the contractor himself, and said contractor will permit access to his books, records, and accounts by the Michigan civil Rights Commission, and/or its agent, for purposes of investigation to ascertain compliance with this contract and relevant with rules, regulations, and orders of the Michigan Civil Rights Commission.
8. In the event that the Civil Rights Commission finds, after a hearing held pursuant to its rules, that a contractor has not complied with the contractual obligations under this agreement, the Civil Rights Commission may, as part of its order based upon such findings, certify said findings to the Administrative Board of the State of Michigan, which Administrative Board may order the cancellation of the contract found to have been violated, and/or declare the contractor ineligible for future contracts with the state and its political and civil subdivisions, departments, and officers, and including the governing boards of institutions of higher education, until the contractor complies with said order of the Civil Rights Commission. Notice of said declaration of future ineligibility may be given to any or all of the persons with whom the contractor is declared ineligible to contract as a contracting party in future contracts. In any case before the Civil Rights commission in which cancellation of an existing contract is a possibility, the contracting agency shall be notified of such possible remedy and shall be given the option by the Civil Rights Commission to participate in such proceedings.
9. The contractor will include, or incorporate by reference, the provisions of the foregoing paragraphs (1) through (8) in every subcontract or purchase order unless exempted by the rules, regulations or orders of the Michigan Civil Rights Commission, and will provide in every subcontract or purchase order that said provisions will be binding upon each subcontractor or seller.

(This page intentionally left blank)

WAGE RATES

(This page intentionally left blank)

"General Decision Number: MI20260001 05/18/2026

State: Michigan

Construction Types: Highway

Counties: Michigan Counties of Alcona, Alger, Allegan, Alpena, Antrim, Arenac, Baraga, Barry, Bay, Benzie, Berrien, Branch, Calhoun, Cass, Charlevoix, Cheboygan, Chippewa, Clare, Clinton, Crawford, Delta, Dickinson, Eaton, Emmet, Genesee, Gladwin, Gogebic, Grand Traverse, Gratiot, Hillsdale, Houghton, Huron, Ingham, Ionia, Iosco, Iron, Isabella, Jackson, Kalamazoo, Kalkaska, Kent, Keweenaw, Lake, Lapeer, Leelanau, Lenawee, Livingston, Luce, Mackinac, Macomb, Manistee, Marquette, Mason, Mecosta, Menominee, Midland, Missaukee, Monroe, Montcalm, Montmorency, Muskegon, Newaygo, Oakland, Oceana, Ogemaw, Ontonagon, Osceola, Oscoda, Otsego, Ottawa, Presque Isle, Roscommon, Saginaw, Sanilac, Schoolcraft, Shiawassee, St Clair, St Joseph, Tuscola, Van Buren, Washtenaw, Wayne and Wexford

Modification Number	Publication Date
1	01/09/2026
2	05/18/2026

CARP0004-004 06/01/2025

	Rates	Fringes
CARPENTER: PILEDRIVER (REMAINDER OF STATE).....	\$ 35.57	21.54

CARP0004-005 06/01/2025

	Rates	Fringes
CARPENTER: PILEDRIVER (LIVINGSTON (TOWNSHIPS OF BRIGHTON, DEERFIELD, GENOA, HARTLAND, OCEOLA & TYRONE), MACOMB, MONROE, OAKLAND, SANILAC, ST. CLAIR AND WAYNE COUNTIES).....	\$ 41.37	28.69

ELEC0017-005 06/01/2025

	Rates	Fringes
LINE CONSTRUCTION: OPERATOR B OPERATOR B: SHALL BE PROFICIENT IN OPERATING ANY 2 OF THE ABOVE MENTIONED PIECES OF EQUIPMENT LISTED UNDER OPERATOR A.....	\$ 38.98	20.26
LINE CONSTRUCTION: OPERATOR A OPERATOR A: SHALL BE PROFICIENT IN OPERATING ALL POWER EQUIPMENT		

INCLUDING: BACKHOE, EXCAVATOR, DIRECTIONAL BORE AND BOOM/DIGGER TRUCK.....	\$ 41.71	21.16
LINE CONSTRUCTION: JOURNEYMAN SPECIALIST		
JOURNEYMAN SPECIALIST: REFERS TO A CREW OF ONLY ONE PERSON WORKING ALONE.....	\$ 56.65	26.09
LINE CONSTRUCTION: JOURNEYMAN SIGNAL TECH, COMMUNICATIONS TECH, TOWER TECH & FIBER OPTIC		
SPLICERS.....	\$ 49.26	23.66
LINE CONSTRUCTION: GROUNDMAN/DRIVER.....	\$ 33.32	18.40

 ENGI0324-003 06/01/2025

Rates Fringes

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 18- OILER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEE, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....	\$ 35.78	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 17- COMPRESSOR OR WELDER OPERATOR (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEE, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....	\$ 32.29	15.40
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 16- FORKLIFT AND 1 DRUM HOIST (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEE, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....	\$ 46.77	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 15- HOISTING OPERATOR; 2 DRUM HOIST AND RUBBER TIRED BACKHOE (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEE, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....	\$ 49.97	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 14- CRANE OPERATOR ON A CRANE THAT REQUIRES AN OILER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON,		

LAPEER, LENAWEЕ, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....\$ 51.61 28.25

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 13- CRANE OPERATOR; JOB MECHANIC AND 3 DRUM HOIST AND EXCAVATOR (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEЕ, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....\$ 50.61 28.25

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 12- ENGINEER WHEN OPERATING COMBINATION OF BOOM AND JIB 120' OR LONGER ON A CRANE THAT REQUIRES AN OILER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEЕ, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....\$ 51.97 28.25

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 11- ENGINEER WHEN OPERATING COMBINATION OF BOOM AND JIB 120' OR LONGER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEЕ, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....\$ 50.97 28.25

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 10- TOWER CRANE & DERRICK OPERATOR (WHERE OPERATOR'S WORK STATION IS 50 FT. OR MORE ABOVE FIRST SUB-LEVEL) ON A CRANE THAT REQUIRES AN OILER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEЕ, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....\$ 52.70 28.25

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 9- TOWER CRANE & DERRICK OPERATOR (WHERE OPERATOR'S WORK STATION IS 50 FT. OR MORE ABOVE FIRST SUB-LEVEL) (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEЕ, LIVINGSTON, MACOMB,

MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....\$ 51.70 28.25

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 8- ENGINEER WHEN OPERATING COMBINATION OF BOOM AND JIB 140' OR LONGER ON A CRANE THAT REQUIRES AN OILER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEE, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....\$ 53.15 28.25

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 7- ENGINEER WHEN OPERATING COMBINATION OF BOOM AND JIB 140' OR LONGER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEE, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....\$ 52.15 28.25

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 6- ENGINEER WHEN OPERATING COMBINATION OF BOOM AND JIB 220' OR LONGER ON A CRANE THAT REQUIRES AN OILER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEE, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....\$ 53.42 28.25

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 5- ENGINEER WHEN OPERATING COMBINATION OF BOOM AND JIB 220' OR LONGER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEE, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....\$ 52.42 28.25

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 4- ENGINEER WHEN OPERATING COMBINATION OF BOOM AND JIB 300' OR LONGER ON A CRANE THAT REQUIRES AN OILER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEE, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST.

CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....	\$ 54.92	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 3- ENGINEER WHEN OPERATING COMBINATION OF BOOM AND JIB 300' OR LONGER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEE, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....	\$ 53.92	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 2- ENGINEER WHEN OPERATING COMBINATION OF BOOM AND JIB 400' OR LONGER ON A CRANE THAT REQUIRES AN OILER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEE, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....	\$ 56.42	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 1- ENGINEER WHEN OPERATING COMBINATION OF BOOM AND JIB 400' OR LONGER (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LENAWEE, LIVINGSTON, MACOMB, MIDLAND, MONROE, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, ST. CLAIR, SANILAC, SHIAWASSEE, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:) FOOTNOTE: PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.....	\$ 55.42	28.25

 ENGI0324-004 06/01/2025

	Rates	Fringes
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 6 (AREA 2).....	\$ 35.78	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 6 (AREA 1).....	\$ 35.78	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 5 (AREA 2).....	\$ 32.29	15.40
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 5 (AREA 1).....	\$ 32.29	15.40
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 4 (AREA 2).....	\$ 46.77	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 4 (AREA 1).....	\$ 46.77	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 3 (AREA 2).....	\$ 50.61	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 3 (AREA 1).....	\$ 50.61	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 2 (AREA 2).....	\$ 52.15	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 2 (AREA 1).....	\$ 52.15	28.25

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 1 (AREA 2).....	\$ 55.02	28.25
OPERATOR: POWER EQUIPMENT, STEEL ERECTION: GROUP 1 (AREA 1).....	\$ 55.02	28.25

ENGI0324-005 09/01/2025

	Rates	Fringes
OPERATOR: POWER EQUIPMENT, UNDERGROUND CONSTRUCTION (INCLUDING SEWER): GROUP 5 (AREA 2:)...\$	30.35	12.10
OPERATOR: POWER EQUIPMENT, UNDERGROUND CONSTRUCTION (INCLUDING SEWER): GROUP 5 (AREA 1:)...\$	30.35	12.10
OPERATOR: POWER EQUIPMENT, UNDERGROUND CONSTRUCTION (INCLUDING SEWER): GROUP 4 (AREA 2:)...\$	39.95	25.25
OPERATOR: POWER EQUIPMENT, UNDERGROUND CONSTRUCTION (INCLUDING SEWER): GROUP 4 (AREA 1:)...\$	39.95	25.25
OPERATOR: POWER EQUIPMENT, UNDERGROUND CONSTRUCTION (INCLUDING SEWER): GROUP 3 (AREA 2:)...\$	40.52	25.25
OPERATOR: POWER EQUIPMENT, UNDERGROUND CONSTRUCTION (INCLUDING SEWER): GROUP 3 (AREA 1:)...\$	40.52	25.25
OPERATOR: POWER EQUIPMENT, UNDERGROUND CONSTRUCTION (INCLUDING SEWER): GROUP 2 (AREA 2:)...\$	41.25	25.25
OPERATOR: POWER EQUIPMENT, UNDERGROUND CONSTRUCTION (INCLUDING SEWER): GROUP 2 (AREA 1:)...\$	41.25	25.25
OPERATOR: POWER EQUIPMENT, UNDERGROUND CONSTRUCTION (INCLUDING SEWER): GROUP 1 (AREA 2:)...\$	45.98	25.25
OPERATOR: POWER EQUIPMENT, UNDERGROUND CONSTRUCTION (INCLUDING SEWER): GROUP 1 (AREA 1:)...\$	45.98	25.25

ENGI0324-006 06/01/2025

	Rates	Fringes
POWER EQUIPMENT OPERATORS:, AIRPORT, BRIDGE & HIGHWAY CONSTRUCTION: GROUP 4 (GENESEE, MACOMB, MONROE, OAKLAND, WASHTENAW, WAYNE, ALCONA, ALGER, ALLEGAN, ALPENA, ANTRIM, ARENAC, BARAGA, BARRY, BAY, BENZIE, BERRIEN, BRANCH, CALHOUN, CASS, CHARLEVOIX, CHEBOYGAN, CHIPPEWA, CLARE, CLINTON, CRAWFORD, DELTA, DICKINSON, EATON, EMMET, GLADWIN, GOGEBIC, GRAND TRAVERSE, GRATIOT, HILLSDALE, HOUGHTON, HURON, INGHAM, IONIA, IOSCO, IRON, ISABELLA, JACKSON, KALAMAZOO, KALKASKA, KENT, KEWEENAW, LAKE, LAPEE.....	\$ 37.77	25.25
POWER EQUIPMENT OPERATORS:, AIRPORT, BRIDGE & HIGHWAY CONSTRUCTION: GROUP 3 (GENESEE, MACOMB, MONROE, OAKLAND, WASHTENAW, WAYNE, ALCONA, ALGER, ALLEGAN, ALPENA, ANTRIM, ARENAC, BARAGA, BARRY, BAY, BENZIE, BERRIEN, BRANCH, CALHOUN, CASS, CHARLEVOIX, CHEBOYGAN, CHIPPEWA, CLARE, CLINTON, CRAWFORD, DELTA, DICKINSON, EATON, EMMET, GLADWIN, GOGEBIC, GRAND TRAVERSE, GRATIOT, HILLSDALE, HOUGHTON, HURON, INGHAM, IONIA, IOSCO, IRON, ISABELLA, JACKSON, KALAMAZOO, KALKASKA, KENT, KEWEENAW, LAKE, LAPEE.....	\$ 38.33	25.25
POWER EQUIPMENT OPERATORS:, AIRPORT, BRIDGE & HIGHWAY CONSTRUCTION: GROUP 2 (GENESEE, MACOMB, MONROE, OAKLAND, WASHTENAW, WAYNE, ALCONA, ALGER, ALLEGAN, ALPENA, ANTRIM, ARENAC, BARAGA, BARRY, BAY, BENZIE, BERRIEN, BRANCH, CALHOUN, CASS, CHARLEVOIX, CHEBOYGAN, CHIPPEWA, CLARE, CLINTON, CRAWFORD, DELTA, DICKINSON, EATON, EMMET, GLADWIN, GOGEBIC, GRAND TRAVERSE, GRATIOT, HILLSDALE, HOUGHTON, HURON, INGHAM, IONIA, IOSCO, IRON, ISABELLA, JACKSON, KALAMAZOO, KALKASKA, KENT, KEWEENAW, LAKE, LAPEE.....	\$ 45.06	25.25

POWER EQUIPMENT OPERATORS:, AIRPORT, BRIDGE &
HIGHWAY CONSTRUCTION: GROUP 1 (GENESEE, MACOMB,
MONROE, OAKLAND, WASHTENAW, WAYNE, ALCONA, ALGER,
ALLEGAN, ALPENA, ANTRIM, ARENAC, BARAGA, BARRY,
BAY, BENZIE, BERRIEN, BRANCH, CALHOUN, CASS,
CHARLEVOIX, CHEBOYGAN, CHIPPEWA, CLARE, CLINTON,
CRAWFORD, DELTA, DICKINSON, EATON, EMMET, GLADWIN,
GOGEBIC, GRAND TRAVERSE, GRATIOT, HILLSDALE,
HOUGHTON, HURON, INGHAM, IONIA, IOSCO, IRON,
ISABELLA, JACKSON, KALAMAZOO, KALKASKA, KENT,
KEWEENAW, LAKE, LAPEE.....\$ 46.21 25.25

ENGI0324-007 05/01/2025

Rates Fringes

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: REGULAR
OPERATOR (ALGER, BARAGA, CHIPPEWA, DELTA,
DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE,
MACKINAC MARQUETTE, MENOMINEE, ONTONAGON AND
SCHOOLCRAFT COUNTIES:.).....\$ 47.12 25.00

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: OILER
AND FIREMAN (ALGER, BARAGA, CHIPPEWA, DELTA,
DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE,
MACKINAC MARQUETTE, MENOMINEE, ONTONAGON AND
SCHOOLCRAFT COUNTIES:.).....\$ 41.76 25.00

OPERATOR: POWER EQUIPMENT, STEEL ERECTION:
MECHANIC WITH TRUCK AND TOOLS (ALGER, BARAGA,
CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON,
IRON, KEWEENAW, LUCE, MACKINAC MARQUETTE,
MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES:.).....\$ 48.90 25.00

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: CRANE
OPERATOR, MAIN BOOM & JIB 220' OR LONGER (ALGER,
BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC,
HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC MARQUETTE,
MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES:.).....\$ 50.66 25.00

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: CRANE
OPERATOR, MAIN BOOM & JIB 140' OR LONGER (ALGER,
BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC,
HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC MARQUETTE,
MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES:.).....\$ 50.07 24.60

OPERATOR: POWER EQUIPMENT, STEEL ERECTION: CRANE
OPERATOR, MAIN BOOM & JIB 120' OR LONGER (ALGER,
BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC,
HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC MARQUETTE,
MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES:.).....\$ 49.77 25.00

OPERATOR: POWER EQUIPMENT, STEEL ERECTION:
COMPRESSOR, WELDER AND FORKLIFT (ALGER, BARAGA,
CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON,
IRON, KEWEENAW, LUCE, MACKINAC MARQUETTE,
MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES:.).....\$ 43.30 25.00

ENGI0324-008 10/01/2023

Rates Fringes

OPERATOR: POWER EQUIPMENT, SEWER RELINING: GROUP 2
(ALCONA, ALGER, ALLEGAN, ALPENA, ANTRIM, ARENAC,
BARAGA, BARRY, BAY, BENZIE, BERRIEN, BRANCH,
CALHOUN, CASS, CHARLEVOIX, CHEBOYGAN, CHIPPEWA,
CLARE, CLINTON, CRAWFORD, DELTA, DICKINSON, EATON,
EMMET, GENESEE, GLADWIN, GOGEBIC, GRAND TRAVERSE,
GRATIOT, HILLSDALE, HOUGHTON, HURON, INGHAM, IONIA,
IOSCO, IRON, ISABELLA, JACKSON, KALAMAZOO,
KALKASKA, KENT, KEWEENAW, LAKE, LAPEER, LEELANAU,
LENAWEE, LIVINGSTON, LUCE, MACKINAC, MACOMB,
MANISTEE, MAR.....\$ 35.33 15.44

OPERATOR: POWER EQUIPMENT, SEWER RELINING: GROUP 1
 (ALCONA, ALGER, ALLEGAN, ALPENA, ANTRIM, ARENAC,
 BARAGA, BARRY, BAY, BENZIE, BERRIEN, BRANCH,
 CALHOUN, CASS, CHARLEVOIX, CHEBOYGAN, CHIPPEWA,
 CLARE, CLINTON, CRAWFORD, DELTA, DICKINSON, EATON,
 EMMET, GENESEE, GLADWIN, GOGEBIC, GRAND TRAVERSE,
 GRATIOT, HILLSDALE, HOUGHTON, HURON, INGHAM, IONIA,
 IOSCO, IRON, ISABELLA, JACKSON, KALAMAZOO,
 KALKASKA, KENT, KEWEENAW, LAKE, LAPEER, LEELANAU,
 LENAWEE, LIVINGSTON, LUCE, MACKINAC, MACOMB,
 MANISTEE, MAR.....\$ 37.37 15.44

 ENGI0325-012 05/01/2025

Rates Fringes

POWER EQUIPMENT OPERATORS - GAS DISTRIBUTION AND
 DUCT INSTALLATION WORK: GROUP 2 DOZER (LESS THAN
 D-6 EQUIVALENT), ENDLOADER (UNDER 2 YD. CAPACITY),
 SIDE BOOM (UNDER D-4 CAPACITY), BACKFILLER, PUMPS
 (1 OR 2 OF 6-INCH DISCHARGE OR GREATER), BOOM TRUCK
 (WITH POWERED BOOM), TRACTOR (WHEEL TYPE OTHER THAN
 BACKHOE OR FRONT ENDLOADER). TAMPER
 (SELF-PROPELLED), BOOM TRUCK (WITH NON-POWERED
 BOOM), CONCRETE SAW (20 HP OR LARGER), PUMPS (2 TO
 4 UNDER 6-INCH DISCHARGE), COMPRESSOR (2 OR MORE OR
 WHEN ONE IS USED CONTINUOUSLY INTO THE SECOND DAY)
 AND TRENCHER(SERVICE). OILER, HYDRAULIC PIPE
 PUSHING MACHINE, GREASE PERSON AND HYDROSTATIC
 TESTING OPERATOR. SCOPE OF WORK: THE CONSTRUCTION,
 INSTALLATION, TREATING AND RECONDITIONING OF
 PIPELINES TRANSPORTING GAS VAPORS WITHIN CITIES,
 TOWNS, SUBDIVISIONS, SUBURBAN AREAS, OR WITHIN
 PRIVATE PROPERTY BOUNDARIES, UP TO AND INCLUDING
 PRIVATE METER SETTINGS OF PRIVATE INDUSTRIAL,
 GOVERNMENTAL OR OTHER PREMISES, MORE COMMONLY
 REFERRED TO AS ""DISTRIBUTION WORK,"" STARTING FROM
 THE FIRST METERING STATION, CONNECTION, SIMILAR OR
 RELATED FACILITY, OF THE MAIN OR CROSS COUNTRY
 PIPELINE AND INCLUDING DUCT INSTALLATION.....\$ 36.05 25.25

POWER EQUIPMENT OPERATORS - GAS DISTRIBUTION AND
 DUCT INSTALLATION WORK: GROUP 1 BACKHOE, CRANE,
 GRADER, MECHANIC, DOZER (D-6 EQUIVALENT OR LARGER),
 SIDE BOOM (D-4 EQUIVALENT OR LARGER),
 TRENCHER(EXCEPT SERVICE), ENDLOADER (2 YD. CAPACITY
 OR GREATER). SCOPE OF WORK: THE CONSTRUCTION,
 INSTALLATION, TREATING AND RECONDITIONING OF
 PIPELINES TRANSPORTING GAS VAPORS WITHIN CITIES,
 TOWNS, SUBDIVISIONS, SUBURBAN AREAS, OR WITHIN
 PRIVATE PROPERTY BOUNDARIES, UP TO AND INCLUDING
 PRIVATE METER SETTINGS OF PRIVATE INDUSTRIAL,
 GOVERNMENTAL OR OTHER PREMISES, MORE COMMONLY
 REFERRED TO AS ""DISTRIBUTION WORK,"" STARTING FROM
 THE FIRST METERING STATION, CONNECTION, SIMILAR OR
 RELATED FACILITY, OF THE MAIN OR CROSS COUNTRY
 PIPELINE AND INCLUDING DUCT INSTALLATION.....\$ 39.78 25.25

 IRON0008-007 06/01/2009

Rates Fringes

IRONWORKER - PRE-ENGINEERED METAL BUILDING ERECTOR
 (ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON,
 GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC
 MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT
 COUNTIES) PAID HOLIDAYS: NEW YEAR'S DAY,
 MEMORIAL DAY, JULY 4TH, LABOR DAY, THANKSGIVING DAY

& CHRISTMAS DAY.....	\$ 23.70	6.95
IRONWORKER: GENERAL CONTRACTS LESS THAN \$10,000,000 (ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES) PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, JULY 4TH, LABOR DAY, THANKSGIVING DAY		
& CHRISTMAS DAY.....	\$ 39.91	32.32
IRONWORKER: GENERAL CONTRACTS \$10,000,000 OR GREATER (ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES) PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, JULY 4TH, LABOR DAY, THANKSGIVING DAY		
& CHRISTMAS DAY.....	\$ 39.91	32.32

IRON0008-007 06/01/2024

Rates Fringes

IRONWORKER - PRE-ENGINEERED METAL BUILDING ERECTOR (ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES) PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, JULY 4TH, LABOR DAY, THANKSGIVING DAY		
& CHRISTMAS DAY.....	\$ 23.70	6.95
IRONWORKER: GENERAL CONTRACTS LESS THAN \$10,000,000 (ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES) PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, JULY 4TH, LABOR DAY, THANKSGIVING DAY		
& CHRISTMAS DAY.....	\$ 39.91	32.32
IRONWORKER: GENERAL CONTRACTS \$10,000,000 OR GREATER (ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES) PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, JULY 4TH, LABOR DAY, THANKSGIVING DAY		
& CHRISTMAS DAY.....	\$ 39.91	32.32

IRON0025-002 04/01/2025

Rates Fringes

IRONWORKER - PRE-ENGINEERED METAL BUILDING ERECTOR: BAY, GENESEE, LAPEER, LIVINGSTON (EAST OF BURKHARDT ROAD), MACOMB, MIDLAND, OAKLAND, SAGINAW, ST. CLAIR, THE UNIVERSITY OF MICHIGAN, WASHTENAW (EAST OF U.S. 23) & WAYNE (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LIVINGSTON, MACOMB, MIDLAND, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, SANILAC, SHIAWASSEE, S.....		
	\$ 30.02	28.13
IRONWORKER - PRE-ENGINEERED METAL BUILDING ERECTOR: ALLEGAN, ANTRIM, BARRY, BENZIE, BRANCH, CALHOUN, CHARLEVOIX, EATON, EMMET, GRAND TRAVERSE, HILLSDALE, IONIA, KALAMAZOO, KALKASKA, KENT, LAKE, LEELANAU, MANISTEE, MASON, MECOSTA, MISSAUKEE, MONTCALM, MUSKEGON, NEWAYGO, OCEANA, OSCEOLA, OTTAWA, ST. JOSEPH, VAN BUREN AND WEXFORD COUNTIES: (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER,		

LIVINGSTON, MACOM.....	\$ 28.80	27.43
IRONWORKER: REINFORCING (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LIVINGSTON, MACOMB, MIDLAND, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, SANILAC, SHIAWASSEE, ST. CLAIR, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:)		
.....	\$ 36.55	32.87
IRONWORKER: ORNAMENTAL AND STRUCTURAL (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LIVINGSTON, MACOMB, MIDLAND, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, SANILAC, SHIAWASSEE, ST. CLAIR, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:)		
.....	\$ 36.55	35.93

IRON0025-002 06/01/2025

Rates Fringes

IRONWORKER - PRE-ENGINEERED METAL BUILDING ERECTOR: BAY, GENESEE, LAPEER, LIVINGSTON (EAST OF BURKHARDT ROAD), MACOMB, MIDLAND, OAKLAND, SAGINAW, ST. CLAIR, THE UNIVERSITY OF MICHIGAN, WASHTENAW (EAST OF U.S. 23) & WAYNE (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LIVINGSTON, MACOMB, MIDLAND, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, SANILAC, SHIAWASSEE, S.....		
.....	\$ 30.02	28.13
IRONWORKER - PRE-ENGINEERED METAL BUILDING ERECTOR: ALLEGAN, ANTRIM, BARRY, BENZIE, BRANCH, CALHOUN, CHARLEVOIX, EATON, EMMET, GRAND TRAVERSE, HILLSDALE, IONIA, KALAMAZOO, KALKASKA, KENT, LAKE, LEELANAU, MANISTEE, MASON, MECOSTA, MISSAUKEE, MONTCALM, MUSKEGON, NEWAYGO, OCEANA, OSCEOLA, OTTAWA, ST. JOSEPH, VAN BUREN AND WEXFORD COUNTIES: (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LIVINGSTON, MACOM.....		
.....	\$ 28.80	27.43
IRONWORKER: REINFORCING (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LIVINGSTON, MACOMB, MIDLAND, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, SANILAC, SHIAWASSEE, ST. CLAIR, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:)		
.....	\$ 36.55	32.87
IRONWORKER: ORNAMENTAL AND STRUCTURAL (ALCONA, ALPENA, ARENAC, BAY, CHEBOYGAN, CLARE, CLINTON, CRAWFORD, GENESEE, GLADWIN, GRATIOT, HURON, INGHAM, IOSCO, ISABELLA, JACKSON, LAPEER, LIVINGSTON, MACOMB, MIDLAND, MONTMORENCY, OAKLAND, OGEMAW, OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON, SAGINAW, SANILAC, SHIAWASSEE, ST. CLAIR, TUSCOLA, WASHTENAW AND WAYNE COUNTIES:)		
.....	\$ 36.55	35.93

IRON0055-005 07/01/2022

Rates Fringes

IRONWORKER: ALL OTHER WORK (LENAWEE AND MONROE COUNTIES:)	\$ 33.00	27.20
---	----------	-------

IRON0292-003 06/01/2020

	Rates	Fringes
IRONWORKER: INCLUDING PRE-ENGINEERED METAL BUILDING ERECTOR (BERRIEN AND CASS COUNTIES):.....	\$ 31.75	22.84

LAB00005-006 10/01/2017

	Rates	Fringes
LABORERS - HAZARDOUS WASTE ABATEMENT:, MACOMB AND WAYNE COUNTIES - ZONE 1 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.	\$ 28.93	16.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, MACOMB AND WAYNE COUNTIES - ZONE 1 (LEVELS A, B OR C).....	\$ 29.93	16.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, OAKLAND COUNTY AND THE NORTHEAST PORTION OF LIVINGSTON COUNTY BORDERED BY OAK GROVE ROAD ON THE WEST AND M-59 ON THE SOUTH - ZONE 2 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.	\$ 28.93	16.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, OAKLAND COUNTY AND THE NORTHEAST PORTION OF LIVINGSTON COUNTY BORDERED BY OAK GROVE ROAD ON THE WEST AND M-59 ON THE SOUTH - ZONE 2 (LEVEL A, B, C).....	\$ 29.93	16.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, MONROE COUNTY - ZONE 4 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.....	\$ 31.75	14.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, MONROE COUNTY - ZONE 4 (LEVELS A, B OR C).....	\$ 31.75	14.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, LIVINGSTON COUNTY (EAST OF OAK GROVE RD. AND SOUTH OF M-59, EXCLUDING THE CITY OF HOWELL); AND WASHTENAW COUNTY - ZONE 3 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.....	\$ 28.93	14.20
LABORERS - HAZARDOUS WASTE ABATEMENT:, LIVINGSTON COUNTY (EAST OF OAK GROVE RD. AND SOUTH OF M-59, EXCLUDING THE CITY OF HOWELL); AND WASHTENAW COUNTY - ZONE 3 (LEVELS A, B OR C).....	\$ 29.93	14.20
LABORERS - HAZARDOUS WASTE ABATEMENT:, GENESEE, LAPEER AND SHIAWASSEE COUNTIES - ZONE 7 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.....	\$ 23.20	13.80
LABORERS - HAZARDOUS WASTE ABATEMENT:, GENESEE, LAPEER AND SHIAWASSEE COUNTIES - ZONE 7 (LEVELS A, B OR C).....	\$ 24.20	13.80
LABORERS - HAZARDOUS WASTE ABATEMENT: class b.....	\$ 18.64	12.90
LABORERS - HAZARDOUS WASTE ABATEMENT: class a.....	\$ 17.64	12.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, SANILAC AND ST. CLAIR COUNTIES - ZONE 5 (LEVELS A, B OR C)....	\$ 26.21	16.62
LABORERS - HAZARDOUS WASTE ABATEMENT:, HILLSDALE, JACKSON AND LENAWEE COUNTIES - ZONE 4 (LEVELS A, B OR C).....	\$ 27.13	14.95
LABORERS - HAZARDOUS WASTE ABATEMENT:, CLINTON, EATON AND INGHAM COUNTIES; IONIA COUNTY (CITY OF PORTLAND); LIVINGSTON COUNTY (WEST OF OAK GROVE RD., INCLUDING THE CITY OF HOWELL) - ZONE 6 (LEVELS A, B OR C).....	\$ 26.33	12.95
LABORERS - HAZARDOUS WASTE ABATEMENT:, ARENAC, BAY, CLARE, GLADWIN, GRATIOT, HURON, ISABELLA, MIDLAND, OGEMAW, ROSCOMMON, SAGINAW AND TUSCOLA COUNTIES -		

ZONE 8 (LEVELS A, B OR C).....	\$ 23.74	12.95
LABORERS - HAZARDOUS WASTE ABATEMENT:, ALLEGAN, BARRY, BERRIEN, BRANCH, CALHOUN, CASS, IONIA COUNTY (EXCEPT THE CITY OF PORTLAND); KALAMAZOO, KENT, LAKE, MANISTEE, MASON, MECOSTA, MONTCALM, MUSKEGON, NEWAYGO, OCEANA, OSCEOLA, OTTAWA, ST. JOSEPH AND VAN BUREN COUNTIES - ZONE 9 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.		
	\$ 20.80	12.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, ALLEGAN, BARRY, BERRIEN, BRANCH, CALHOUN, CASS, IONIA COUNTY (EXCEPT THE CITY OF PORTLAND); KALAMAZOO, KENT, LAKE, MANISTEE, MASON, MECOSTA, MONTCALM, MUSKEGON, NEWAYGO, OCEANA, OSCEOLA, OTTAWA, ST. JOSEPH AND VAN BUREN COUNTIES - ZONE 9 (LEVELS A, B OR C)....		
	\$ 21.88	13.26
LABORERS - HAZARDOUS WASTE ABATEMENT:, ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC, MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES - ZONE 11 (LEVELS A, B OR C).....		
	\$ 25.18	12.90

LAB0005-006 10/01/2020

	Rates	Fringes
LABORERS - HAZARDOUS WASTE ABATEMENT:, MACOMB AND WAYNE COUNTIES - ZONE 1 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.		
	\$ 28.93	16.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, MACOMB AND WAYNE COUNTIES - ZONE 1 (LEVELS A, B OR C).....		
	\$ 29.93	16.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, OAKLAND COUNTY AND THE NORTHEAST PORTION OF LIVINGSTON COUNTY BORDERED BY OAK GROVE ROAD ON THE WEST AND M-59 ON THE SOUTH - ZONE 2 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.		
	\$ 28.93	16.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, OAKLAND COUNTY AND THE NORTHEAST PORTION OF LIVINGSTON COUNTY BORDERED BY OAK GROVE ROAD ON THE WEST AND M-59 ON THE SOUTH - ZONE 2 (LEVEL A, B, C).....		
	\$ 29.93	16.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, MONROE COUNTY - ZONE 4 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.....		
	\$ 31.75	14.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, MONROE COUNTY - ZONE 4 (LEVELS A, B OR C).....		
	\$ 31.75	14.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, LIVINGSTON COUNTY (EAST OF OAK GROVE RD. AND SOUTH OF M-59, EXCLUDING THE CITY OF HOWELL); AND WASHTENAW COUNTY - ZONE 3 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.....		
	\$ 28.93	14.20
LABORERS - HAZARDOUS WASTE ABATEMENT:, LIVINGSTON COUNTY (EAST OF OAK GROVE RD. AND SOUTH OF M-59, EXCLUDING THE CITY OF HOWELL); AND WASHTENAW COUNTY - ZONE 3 (LEVELS A, B OR C).....		
	\$ 29.93	14.20
LABORERS - HAZARDOUS WASTE ABATEMENT:, GENESEE, LAPEER AND SHIAWASSEE COUNTIES - ZONE 7 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.....		
	\$ 23.20	13.80
LABORERS - HAZARDOUS WASTE ABATEMENT:, GENESEE, LAPEER AND SHIAWASSEE COUNTIES - ZONE 7 (LEVELS A, B OR C).....		
	\$ 24.20	13.80
LABORERS - HAZARDOUS WASTE ABATEMENT: class b.....		
	\$ 18.64	12.90

LABORERS - HAZARDOUS WASTE ABATEMENT: class a.....	\$ 17.64	12.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, SANILAC AND ST. CLAIR COUNTIES - ZONE 5 (LEVELS A, B OR C)....	\$ 26.21	16.62
LABORERS - HAZARDOUS WASTE ABATEMENT:, HILLSDALE, JACKSON AND LENAWEE COUNTIES - ZONE 4 (LEVELS A, B OR C).....	\$ 27.13	14.95
LABORERS - HAZARDOUS WASTE ABATEMENT:, CLINTON, EATON AND INGHAM COUNTIES; IONIA COUNTY (CITY OF PORTLAND); LIVINGSTON COUNTY (WEST OF OAK GROVE RD., INCLUDING THE CITY OF HOWELL) - ZONE 6 (LEVELS A, B OR C).....	\$ 26.33	12.95
LABORERS - HAZARDOUS WASTE ABATEMENT:, ARENAC, BAY, CLARE, GLADWIN, GRATIOT, HURON, ISABELLA, MIDLAND, OGEMAW, ROSCOMMON, SAGINAW AND TUSCOLA COUNTIES - ZONE 8 (LEVELS A, B OR C).....	\$ 23.74	12.95
LABORERS - HAZARDOUS WASTE ABATEMENT:, ALLEGAN, BARRY, BERRIEN, BRANCH, CALHOUN, CASS, IONIA COUNTY (EXCEPT THE CITY OF PORTLAND); KALAMAZOO, KENT, LAKE, MANISTEE, MASON, MECOSTA, MONTCALM, MUSKEGON, NEWAYGO, OCEANA, OSCEOLA, OTTAWA, ST. JOSEPH AND VAN BUREN COUNTIES - ZONE 9 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.	\$ 20.80	12.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, ALLEGAN, BARRY, BERRIEN, BRANCH, CALHOUN, CASS, IONIA COUNTY (EXCEPT THE CITY OF PORTLAND); KALAMAZOO, KENT, LAKE, MANISTEE, MASON, MECOSTA, MONTCALM, MUSKEGON, NEWAYGO, OCEANA, OSCEOLA, OTTAWA, ST. JOSEPH AND VAN BUREN COUNTIES - ZONE 9 (LEVELS A, B OR C)....	\$ 21.88	13.26
LABORERS - HAZARDOUS WASTE ABATEMENT:, ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC, MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES - ZONE 11 (LEVELS A, B OR C).....	\$ 25.18	12.90

LAB00005-006 10/01/2022

Rates Fringes

LABORERS - HAZARDOUS WASTE ABATEMENT:, MACOMB AND WAYNE COUNTIES - ZONE 1 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.	\$ 28.93	16.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, MACOMB AND WAYNE COUNTIES - ZONE 1 (LEVELS A, B OR C).....	\$ 29.93	16.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, OAKLAND COUNTY AND THE NORTHEAST PORTION OF LIVINGSTON COUNTY BORDERED BY OAK GROVE ROAD ON THE WEST AND M-59 ON THE SOUTH - ZONE 2 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.	\$ 28.93	16.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, OAKLAND COUNTY AND THE NORTHEAST PORTION OF LIVINGSTON COUNTY BORDERED BY OAK GROVE ROAD ON THE WEST AND M-59 ON THE SOUTH - ZONE 2 (LEVEL A, B, C).....	\$ 29.93	16.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, MONROE COUNTY - ZONE 4 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.....	\$ 31.75	14.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, MONROE COUNTY - ZONE 4 (LEVELS A, B OR C).....	\$ 31.75	14.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, LIVINGSTON COUNTY (EAST OF OAK GROVE RD. AND SOUTH OF M-59, EXCLUDING THE CITY OF HOWELL); AND WASHTENAW COUNTY - ZONE 3 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL		

PROTECTIVE EQUIPMENT; ALSO, LEVEL D.....	\$ 28.93	14.20
LABORERS - HAZARDOUS WASTE ABATEMENT:, LIVINGSTON COUNTY (EAST OF OAK GROVE RD. AND SOUTH OF M-59, EXCLUDING THE CITY OF HOWELL); AND WASHTENAW COUNTY - ZONE 3 (LEVELS A, B OR C).....	\$ 29.93	14.20
LABORERS - HAZARDOUS WASTE ABATEMENT:, GENESEE, LAPEER AND SHIAWASSEE COUNTIES - ZONE 7 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.....	\$ 23.20	13.80
LABORERS - HAZARDOUS WASTE ABATEMENT:, GENESEE, LAPEER AND SHIAWASSEE COUNTIES - ZONE 7 (LEVELS A, B OR C).....	\$ 24.20	13.80
LABORERS - HAZARDOUS WASTE ABATEMENT: class b.....	\$ 18.64	12.90
LABORERS - HAZARDOUS WASTE ABATEMENT: class a.....	\$ 17.64	12.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, SANILAC AND ST. CLAIR COUNTIES - ZONE 5 (LEVELS A, B OR C)....	\$ 26.21	16.62
LABORERS - HAZARDOUS WASTE ABATEMENT:, HILLSDALE, JACKSON AND LENAWEE COUNTIES - ZONE 4 (LEVELS A, B OR C).....	\$ 27.13	14.95
LABORERS - HAZARDOUS WASTE ABATEMENT:, CLINTON, EATON AND INGHAM COUNTIES; IONIA COUNTY (CITY OF PORTLAND); LIVINGSTON COUNTY (WEST OF OAK GROVE RD., INCLUDING THE CITY OF HOWELL) - ZONE 6 (LEVELS A, B OR C).....	\$ 26.33	12.95
LABORERS - HAZARDOUS WASTE ABATEMENT:, ARENAC, BAY, CLARE, GLADWIN, GRATIOT, HURON, ISABELLA, MIDLAND, OGEMAW, ROSCOMMON, SAGINAW AND TUSCOLA COUNTIES - ZONE 8 (LEVELS A, B OR C).....	\$ 23.74	12.95
LABORERS - HAZARDOUS WASTE ABATEMENT:, ALLEGAN, BARRY, BERRIEN, BRANCH, CALHOUN, CASS, IONIA COUNTY (EXCEPT THE CITY OF PORTLAND); KALAMAZOO, KENT, LAKE, MANISTEE, MASON, MECOSTA, MONTCALM, MUSKEGON, NEWAYGO, OCEANA, OSCEOLA, OTTAWA, ST. JOSEPH AND VAN BUREN COUNTIES - ZONE 9 WORK PERFORMED IN CONJUNCTION WITH SITE PREPARATION NOT REQUIRING THE USE OF PERSONAL PROTECTIVE EQUIPMENT; ALSO, LEVEL D.	\$ 20.80	12.90
LABORERS - HAZARDOUS WASTE ABATEMENT:, ALLEGAN, BARRY, BERRIEN, BRANCH, CALHOUN, CASS, IONIA COUNTY (EXCEPT THE CITY OF PORTLAND); KALAMAZOO, KENT, LAKE, MANISTEE, MASON, MECOSTA, MONTCALM, MUSKEGON, NEWAYGO, OCEANA, OSCEOLA, OTTAWA, ST. JOSEPH AND VAN BUREN COUNTIES - ZONE 9 (LEVELS A, B OR C)....	\$ 21.88	13.26
LABORERS - HAZARDOUS WASTE ABATEMENT:, ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC, MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES - ZONE 11 (LEVELS A, B OR C).....	\$ 25.18	12.90

LAB00259-001 09/01/2025

	Rates	Fringes
LABORERS - TUNNEL, SHAFT AND CAISSON: GROUP 3 (AREA 2).....	\$ 28.00	17.45
LABORERS - TUNNEL, SHAFT AND CAISSON: GROUP 3 (AREA 1).....	\$ 28.13	22.75
LABORERS - TUNNEL, SHAFT AND CAISSON: GROUP 2 (AREA 2).....	\$ 34.40	17.95
LABORERS - TUNNEL, SHAFT AND CAISSON: GROUP 2 (AREA 1).....	\$ 32.13	22.75
LABORERS - TUNNEL, SHAFT AND CAISSON: GROUP 1 (AREA 2).....	\$ 32.13	17.95
LABORERS - TUNNEL, SHAFT AND CAISSON: GROUP 1 (AREA 1).....	\$ 30.13	22.75

LAB00334-001 09/01/2025

Rates

Fringes

LABORERS - OPEN CUT: GROUP 3 AIR, GASOLINE AND ELECTRIC TOOL OPERATOR, VIBRATOR OPERATOR, DRILLER, PUMP PERSON, TAR KETTLE OPERATOR, BRACER, RODDER, REINFORCED STEEL OR MESH PERSON (E.G., WIRE MESH, STEEL MATS, DOWEL BARS, ETC.), WELDER, PIPE JACKING AND BORING PERSON, WAGON DRILL AND AIR TRACK OPERATOR AND CONCRETE SAW OPERATOR (UNDER 40 H.P.), WINDLASS AND TUGGER PERSON AND DIRECTIONAL BORING PERSON (ZONE 5 - ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC, MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES) SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK, INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY WORK COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK...\$ 26.09

19.45

LABORERS - OPEN CUT: GROUP 3 AIR, GASOLINE AND ELECTRIC TOOL OPERATOR, VIBRATOR OPERATOR, DRILLER, PUMP PERSON, TAR KETTLE OPERATOR, BRACER, RODDER, REINFORCED STEEL OR MESH PERSON (E.G., WIRE MESH, STEEL MATS, DOWEL BARS, ETC.), WELDER, PIPE JACKING AND BORING PERSON, WAGON DRILL AND AIR TRACK OPERATOR AND CONCRETE SAW OPERATOR (UNDER 40 H.P.), WINDLASS AND TUGGER PERSON AND DIRECTIONAL BORING PERSON (ZONE 3 - CLINTON, EATON, GENESEE, HILLSDALE AND INGHAM COUNTIES; IONIA COUNTY (CITY OF PORTLAND); JACKSON, LAPEER AND LENAWEE COUNTIES; LIVINGSTON COUNTY (WEST OF M-151 OAK GROVE RD.); SANILAC, ST. CLAIR AND SHIAWASSEE COUNTIES) SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR

ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK, INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY WORK COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK. ...\$ 28.29

17.45

LABORERS - OPEN CUT: GROUP 3 AIR, GASOLINE AND ELECTRIC TOOL OPERATOR, VIBRATOR OPERATOR, DRILLER, PUMP PERSON, TAR KETTLE OPERATOR, BRACER, RODDER, REINFORCED STEEL OR MESH PERSON (E.G., WIRE MESH, STEEL MATS, DOWEL BARS, ETC.), WELDER, PIPE JACKING AND BORING PERSON, WAGON DRILL AND AIR TRACK OPERATOR AND CONCRETE SAW OPERATOR (UNDER 40 H.P.), WINDLASS AND TUGGER PERSON AND DIRECTIONAL BORING PERSON (ZONE 2 - LIVINGSTON COUNTY (EAST OF M-151 (OAK GROVE RD.)); MONROE AND WASHTENAW COUNTIES)

SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK, INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY WORK COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK.....\$ 30.10

17.45

LABORERS - OPEN CUT: GROUP 3 AIR, GASOLINE AND ELECTRIC TOOL OPERATOR, VIBRATOR OPERATOR, DRILLER, PUMP PERSON, TAR KETTLE OPERATOR, BRACER, RODDER, REINFORCED STEEL OR MESH PERSON (E.G., WIRE MESH, STEEL MATS, DOWEL BARS, ETC.), WELDER, PIPE JACKING AND BORING PERSON, WAGON DRILL AND AIR TRACK OPERATOR AND CONCRETE SAW OPERATOR (UNDER 40 H.P.), WINDLASS AND TUGGER PERSON AND DIRECTIONAL BORING PERSON (ZONE 1 - MACOMB, OAKLAND AND WAYNE COUNTIES) SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND

APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK, INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY WORK COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK...\$ 28.14

22.75

LABORERS - OPEN CUT: GROUP 3 (ZONE 4 - ALCONA, ALLEGAN, ALPENA, ANTRIM, ARENAC, BARRY, BAY, BENZIE, BERRIEN, BRANCH, CALHOUN, CASS, CHARLEVOIX, CHEBOYGAN, CLARE, CRAWFORD, EMMET, GLADWIN, GRAND TRAVERSE, GRATIOT AND HURON COUNTIES; IONIA COUNTY (EXCEPT THE CITY OF PORTLAND); IOSCO, ISABELLA, KALAMAZOO, KALKASKA, KENT, LAKE, LEELANAU, MANISTEE, MASON, MECOSTA, MIDLAND, MISSAUKEE, MONTCALM, MONTMORENCY, MUSKEGON, NEWAYGO, OCEANA, OGEMAW, OSCEOLA, OSCODA, OTSEGO, OTTAWA, PRESQUE ISLE, ROSCO.....\$ 26.72

18.45

LABORERS - OPEN CUT: GROUP 2 MORTAR AND MATERIAL MIXER, CONCRETE FORM PERSON, SIGNAL PERSON, WELL POINT PERSON, MANHOLE, HEADWALL AND CATCH BASIN BUILDER, HEADWALL, SEAWALL, BREAKWALL AND DOCK BUILDER (ZONE 3 - CLINTON, EATON, GENESEE, HILLSDALE AND INGHAM COUNTIES; IONIA COUNTY (CITY OF PORTLAND); JACKSON, LAPEER AND LENAWEE COUNTIES; LIVINGSTON COUNTY (WEST OF M-151 OAK GROVE RD.); SANILAC, ST. CLAIR AND SHIAWASSEE COUNTIES) SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK, INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY WORK

COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK.....\$ 32.29 17.45

LABORERS - OPEN CUT: GROUP 2 MORTAR AND MATERIAL MIXER, CONCRETE FORM PERSON, SIGNAL PERSON, WELL POINT PERSON, MANHOLE, HEADWALL AND CATCH BASIN BUILDER, HEADWALL, SEAWALL, BREAKWALL AND DOCK BUILDER (ZONE 2 - LIVINGSTON COUNTY (EAST OF M-151 (OAK GROVE RD.)); MONROE AND WASHTENAW COUNTIES) SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK, INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY WORK

COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK.....\$ 34.10 17.45

LABORERS - OPEN CUT: GROUP 2 MORTAR AND MATERIAL MIXER, CONCRETE FORM PERSON, SIGNAL PERSON, WELL POINT PERSON, MANHOLE, HEADWALL AND CATCH BASIN BUILDER, HEADWALL, SEAWALL, BREAKWALL AND DOCK BUILDER (ZONE 1 - MACOMB, OAKLAND AND WAYNE COUNTIES) SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK, INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY

WORK COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK...\$ 31.98 22.75

LABORERS - OPEN CUT: GROUP 2 MORTAR AND MATERIAL

MIXER, CONCRETE FORM PERSON, SIGNAL PERSON, WELL POINT PERSON, MANHOLE, HEADWALL AND CATCH BASIN BUILDER, HEADWALL, SEAWALL, BREAKWALL AND DOCK BUILDER (ZONE 5 - ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC, MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES) SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK, INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING.

OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY WORK COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK...\$ 30.09 19.45

LABORERS - OPEN CUT: GROUP 2 (ZONE 4 - ALCONA, ALLEGAN, ALPENA, ANTRIM, ARENAC, BARRY, BAY, BENZIE, BERRIEN, BRANCH, CALHOUN, CASS, CHARLEVOIX, CHEBOYGAN, CLARE, CRAWFORD, EMMET, GLADWIN, GRAND TRAVERSE, GRATIOT AND HURON COUNTIES; IONIA COUNTY (EXCEPT THE CITY OF PORTLAND); IOSCO, ISABELLA, KALAMAZOO, KALKASKA, KENT, LAKE, LEELANAU, MANISTEE, MASON, MECOSTA, MIDLAND, MISSAUKEE, MONTCALM, MONTMORENCY, MUSKEGON, NEWAYGO, OCEANA, OGEMAW, OSCEOLA, OSCODA, OTSEGO, OTTAWA, PRESQUE ISLE, ROSCO.....\$ 30.72 18.45

LABORERS - OPEN CUT: GROUP 1 CONSTRUCTION LABORER (ZONE 2 - LIVINGSTON COUNTY (EAST OF M-151 (OAK GROVE RD.)); MONROE AND WASHTENAW COUNTIES) SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK,

INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY WORK COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK.....\$ 32.10

17.45

LABORERS - OPEN CUT: GROUP 1 CONSTRUCTION LABORER (ZONE 3 - CLINTON, EATON, GENESEE, HILLSDALE AND INGHAM COUNTIES; IONIA COUNTY (CITY OF PORTLAND); JACKSON, LAPEER AND LENAWEE COUNTIES; LIVINGSTON COUNTY (WEST OF M-151 OAK GROVE RD.); SANILAC, ST. CLAIR AND SHIAWASSEE COUNTIES) SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK, INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY WORK COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK.

.....\$ 30.29

17.45

LABORERS - OPEN CUT: GROUP 1 CONSTRUCTION LABORER (ZONE 1 - MACOMB, OAKLAND AND WAYNE COUNTIES) SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK, INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING. OPEN CUT

CONSTRUCTION WORK SHALL NOT INCLUDE ANY WORK COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK.....	\$ 29.98	22.75
LABORERS - OPEN CUT: GROUP 1 (ZONE 4 - ALCONA, ALLEGAN, ALPENA, ANTRIM, ARENAC, BARRY, BAY, BENZIE, BERRIEN, BRANCH, CALHOUN, CASS, CHARLEVOIX, CHEBOYGAN, CLARE, CRAWFORD, EMMET, GLADWIN, GRAND TRAVERSE, GRATIOT AND HURON COUNTIES; IONIA COUNTY (EXCEPT THE CITY OF PORTLAND); IOSCO, ISABELLA, KALAMAZOO, KALKASKA, KENT, LAKE, LEELANAU, MANISTEE, MASON, MECOSTA, MIDLAND, MISSAUKEE, MONTCALM, MONTMORENCY, MUSKEGON, NEWAYGO, OCEANA, OGEMAW, OSCEOLA, OSCODA, OTSEGO, OTTAWA, PRESQUE ISLE, ROSCO.....)		
LABORERS - OPEN CUT: GROUP 1 CONSTRUCTION LABORER (ZONE 5 - ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC, MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES) SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK, INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY WORK COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK...	\$ 28.72	18.45
LABORERS - OPEN CUT: GROUP 1 CONSTRUCTION LABORER (ZONE 5 - ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC, MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES) SCOPE OF WORK: OPEN CUT CONSTRUCTION WORK SHALL BE CONSTRUED TO MEAN WORK WHICH REQUIRES THE EXCAVATION OF EARTH INCLUDING INDUSTRIAL, COMMERCIAL AND RESIDENTIAL BUILDING SITE EXCAVATION AND PREPARATION, LAND BALANCING, DEMOLITION AND REMOVAL OF CONCRETE AND UNDERGROUND APPURTENANCES, GRADING, PAVING, SEWERS, UTILITIES AND IMPROVEMENTS; RETENTION, OXIDATION, FLOCCULATION AND IRRIGATION FACILITIES, AND ALSO INCLUDING BUT NOT LIMITED TO UNDERGROUND PIPING, CONDUITS, STEEL SHEETING FOR UNDERGROUND CONSTRUCTION, AND ALL WORK INCIDENTAL THERETO, AND GENERAL EXCAVATION. FOR ALL AREAS EXCEPT THE UPPER PENINSULA, OPEN CUT CONSTRUCTION WORK SHALL ALSO BE CONSTRUED TO MEAN WATERFRONT WORK, PIERS, DOCKS, SEAWALLS, BREAKWALLS, MARINAS AND ALL INCIDENTAL WORK. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY STRUCTURAL MODIFICATIONS, ALTERATIONS, ADDITIONS AND REPAIRS TO BUILDINGS, OR HIGHWAY WORK, INCLUDING ROADS, STREETS, BRIDGE CONSTRUCTION AND PARKING LOTS OR STEEL ERECTION WORK AND EXCAVATION FOR THE BUILDING ITSELF AND BACK FILLING INSIDE OF AND WITHIN 5 FT. OF THE BUILDING AND FOUNDATIONS, FOOTINGS AND PIERS FOR THE BUILDING. OPEN CUT CONSTRUCTION WORK SHALL NOT INCLUDE ANY WORK COVERED UNDER TUNNEL, SHAFT AND CAISSON WORK...	\$ 29.98	22.75

LAB00465-001 06/01/2025

	Rates	Fringes
LABORER, AREA 4: GROUP 6.....	\$ 34.51	13.45
LABORER, AREA 4: GROUP 5.....	\$ 34.08	13.45
LABORER, AREA 4: GROUP 4.....	\$ 34.46	13.45
LABORER, AREA 4: GROUP 3.....	\$ 34.02	13.45
LABORER, AREA 4: GROUP 2.....	\$ 33.73	13.45
LABORER, AREA 4: GROUP 1.....	\$ 33.52	13.45
LABORER, AREA 3: GROUP 6.....	\$ 33.61	14.45
LABORER, AREA 3: GROUP 5.....	\$ 33.18	14.45
LABORER, AREA 3: GROUP 4.....	\$ 33.56	14.45
LABORER, AREA 3: GROUP 3.....	\$ 33.12	14.45
LABORER, AREA 3: GROUP 2.....	\$ 33.83	14.45
LABORER, AREA 3: GROUP 1.....	\$ 32.62	14.45
LABORER, AREA 2: GROUP 6.....	\$ 34.37	14.45
LABORER, AREA 2: GROUP 5.....	\$ 34.03	14.45
LABORER, AREA 2: GROUP 4.....	\$ 34.16	14.45
LABORER, AREA 2: GROUP 3.....	\$ 33.81	14.45
LABORER, AREA 2: GROUP 2.....	\$ 30.03	14.45
LABORER, AREA 2: GROUP 1.....	\$ 33.37	14.45

LABORER, AREA 1: GROUP 6.....	\$ 36.41	14.45
LABORER, AREA 1: GROUP 5.....	\$ 36.11	14.45
LABORER, AREA 1: GROUP 4.....	\$ 35.90	14.45
LABORER, AREA 1: GROUP 3.....	\$ 35.82	14.45
LABORER, AREA 1: GROUP 2.....	\$ 31.96	14.45
LABORER, AREA 1: GROUP 1.....	\$ 35.51	14.45

LAB01076-005 04/01/2025

Rates Fringes

LABORER: DISTRIBUTION WORK: ZONE 5 - REMAINING COUNTIES IN MICHIGAN DISTRIBUTION WORK - THE CONSTRUCTION, INSTALLATION, TREATING AND RECONDITIONING OF DISTRIBUTION PIPELINES TRANSPORTING COAL, OIL, GAS OR OTHER SIMILAR MATERIALS, VAPORS OR LIQUIDS, INCLUDING PIPELINES WITHIN PRIVATE PROPERTY BOUNDARIES, UP TO AND INCLUDING THE METER SETTINGS ON RESIDENTIAL, COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, PRIVATE AND PUBLIC STRUCTURES. ALL WORK COVERING PUMPING STATIONS AND TANK FARMS NOT COVERED BY THE BUILDING TRADES AGREEMENT. OTHER DISTRIBUTION LINES WITH THE EXCEPTION OF SEWER, WATER AND CABLE TELEVISION ARE INCLUDED. UNDERGROUND DUCT LAYER PAY: \$.40 PER HOUR ABOVE THE BASE PAY RATE.....	\$ 22.95	13.45
LABORER: DISTRIBUTION WORK: ZONE 4 - ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC, MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT DISTRIBUTION WORK - THE CONSTRUCTION, INSTALLATION, TREATING AND RECONDITIONING OF DISTRIBUTION PIPELINES TRANSPORTING COAL, OIL, GAS OR OTHER SIMILAR MATERIALS, VAPORS OR LIQUIDS, INCLUDING PIPELINES WITHIN PRIVATE PROPERTY BOUNDARIES, UP TO AND INCLUDING THE METER SETTINGS ON RESIDENTIAL, COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, PRIVATE AND PUBLIC STRUCTURES. ALL WORK COVERING PUMPING STATIONS AND TANK FARMS NOT COVERED BY THE BUILDING TRADES AGREEMENT. OTHER DISTRIBUTION LINES WITH THE EXCEPTION OF SEWER, WATER AND CABLE TELEVISION ARE INCLUDED. UNDERGROUND DUCT LAYER PAY: \$.40 PER HOUR ABOVE THE BASE PAY RATE.....	\$ 22.92	13.45
LABORER: DISTRIBUTION WORK: ZONE 3 - BAY, GENESEE, LAPEER, MIDLAND, SAGINAW, SANILAC, SHIAWASSEE AND ST. CLAIR DISTRIBUTION WORK - THE CONSTRUCTION, INSTALLATION, TREATING AND RECONDITIONING OF DISTRIBUTION PIPELINES TRANSPORTING COAL, OIL, GAS OR OTHER SIMILAR MATERIALS, VAPORS OR LIQUIDS, INCLUDING PIPELINES WITHIN PRIVATE PROPERTY BOUNDARIES, UP TO AND INCLUDING THE METER SETTINGS ON RESIDENTIAL, COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, PRIVATE AND PUBLIC STRUCTURES. ALL WORK COVERING PUMPING STATIONS AND TANK FARMS NOT COVERED BY THE BUILDING TRADES AGREEMENT. OTHER DISTRIBUTION LINES WITH THE EXCEPTION OF SEWER, WATER AND CABLE TELEVISION ARE INCLUDED. UNDERGROUND DUCT LAYER PAY: \$.40 PER HOUR ABOVE THE BASE PAY RATE.....	\$ 23.55	13.45
LABORER: DISTRIBUTION WORK: ZONE 2 - MONROE AND WASHTENAW DISTRIBUTION WORK - THE CONSTRUCTION, INSTALLATION, TREATING AND RECONDITIONING OF DISTRIBUTION PIPELINES TRANSPORTING COAL, OIL, GAS OR OTHER SIMILAR MATERIALS, VAPORS OR LIQUIDS, INCLUDING PIPELINES WITHIN PRIVATE PROPERTY BOUNDARIES, UP TO AND INCLUDING THE METER SETTINGS		

ON RESIDENTIAL, COMMERCIAL, INDUSTRIAL,
 INSTITUTIONAL, PRIVATE AND PUBLIC STRUCTURES. ALL
 WORK COVERING PUMPING STATIONS AND TANK FARMS NOT
 COVERED BY THE BUILDING TRADES AGREEMENT. OTHER
 DISTRIBUTION LINES WITH THE EXCEPTION OF SEWER,
 WATER AND CABLE TELEVISION ARE INCLUDED.
 UNDERGROUND DUCT LAYER PAY: \$.40 PER HOUR ABOVE THE
 BASE PAY RATE.....\$ 24.55 13.45

LABORER: DISTRIBUTION WORK: ZONE 1 - MACOMB,
 OAKLAND AND WAYNE DISTRIBUTION WORK - THE
 CONSTRUCTION, INSTALLATION, TREATING AND
 RECONDITIONING OF DISTRIBUTION PIPELINES
 TRANSPORTING COAL, OIL, GAS OR OTHER SIMILAR
 MATERIALS, VAPORS OR LIQUIDS, INCLUDING PIPELINES
 WITHIN PRIVATE PROPERTY BOUNDARIES, UP TO AND
 INCLUDING THE METER SETTINGS ON RESIDENTIAL,
 COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, PRIVATE AND
 PUBLIC STRUCTURES. ALL WORK COVERING PUMPING
 STATIONS AND TANK FARMS NOT COVERED BY THE BUILDING
 TRADES AGREEMENT. OTHER DISTRIBUTION LINES WITH THE
 EXCEPTION OF SEWER, WATER AND CABLE TELEVISION ARE
 INCLUDED. UNDERGROUND DUCT LAYER PAY: \$.40 PER
 HOUR ABOVE THE BASE PAY RATE.\$ 28.41 13.45

PAIN0022-002 07/01/2008

Rates Fringes

PAINTER (HILLSDALE, JACKSON AND LENAWEE COUNTIES;
 LIVINGSTON COUNTY (EAST OF THE EASTERN CITY LIMITS
 OF HOWELL, NOT INCLUDING THE CITY OF HOWELL, NORTH
 TO THE GENESEE COUNTY LINE AND SOUTH TO THE
 WASHTENAW COUNTY LINE); MACOMB, MONROE, OAKLAND,
 WASHTENAW AND WAYNE COUNTIES) FOOTNOTES: FOR ALL
 SPRAY WORK AND JOURNEYMAN RIGGING FOR SPRAY WORK,
 ALSO BLOWING OFF, \$0.80 PER HOUR ADDITIONAL
 (APPLIES ONLY TO WORKERS DOING RIGGING FOR SPRAY
 WORK ON OFF THE FLOOR WORK. DOES NOT INCLUDE
 SETTING UP OR MOVING RIGGING ON FLOOR SURFACES, NOR
 DOES IT APPLY TO WORKERS ENGAGED IN COVERING UP OR
 TENDING SPRAY EQUIPMENT. FOR ALL SANDBLASTING AND
 SPRAY WORK PERFORMED ON HIGHWAY BRIDGES,
 OVERPASSES, TANKS OR STEEL, \$0.80 PER HOUR
 ADDITIONAL. FOR ALL BRUSHING, CLEANING AND OTHER
 PREPARATORY WORK (OTHER THAN SPRAYING OR
 STEEPLEJACK WORK) AT SCAFFOLD HEIGHTS OF FIFTY (50)
 FEET FROM THE GROUND OR HIGHER, \$0.50 PER HOUR
 ADDITIONAL. FOR ALL PREPARATORIAL WORK AND PAINTING
 PERFORMED ON OPEN STEEL UNDER FORTY (40) FEET WHEN
 NO SCAFFOLDING IS INVOLVED, \$0.50 PER HOUR
 ADDITIONAL. FOR ALL SWING STAGE WORK-WINDOW JACKS
 AND WINDOW BELTS-EXTERIOR AND INTERIOR, \$0.50 PER
 HOUR ADDITIONAL. FOR ALL SPRAY WORK AND SANDBLASTER
 WORK TO A SCAFFOLD HEIGHT OF FORTY (40) FEET ABOVE
 THE FLOOR LEVEL, \$0.80 PER HOUR ADDITIONAL. FOR ALL
 PREPARATORIAL WORK AND PAINTING ON ALL HIGHWAY
 BRIDGES OR OVERPASSES UP TO FORTY (40) FEET IN
 HEIGHT, \$0.50 PER HOUR ADDITIONAL. FOR ALL
 STEEPLEJACK WORK PERFORMED WHERE THE ELEVATION IS
 FORTY (40) FEET OR MORE, \$1.25 PER HOUR ADDITIONAL..\$ 25.06 14.75

PAIN0312-001 06/01/2018

Rates Fringes

PAINTER: SPRAY, SANDBLAST, SIGN PAINTING (EXCLUDES:
ALLEGAN COUNTY (TOWNSHIPS OF DORR, FILLMORE, HEATH,

HOPKINS, LAKETOWN, LEIGHTON, MANLIUS, MONTEREY, OVERISEL, SALEM, SAUGATUCK AND WAYLAND); INCLUDES: BARRY, BERRIEN, BRANCH, CALHOUN, CASS, HILLSDALE, KALAMAZOO, ST. JOSEPH, VAN BUREN).....\$ 24.94 13.35
 PAINTER: BRUSH AND ROLLER (EXCLUDES: ALLEGAN COUNTY (TOWNSHIPS OF DORR, FILLMORE, HEATH, HOPKINS, LAKETOWN, LEIGHTON, MANLIUS, MONTEREY, OVERISEL, SALEM, SAUGATUCK AND WAYLAND); INCLUDES: BARRY, BERRIEN, BRANCH, CALHOUN, CASS, HILLSDALE, KALAMAZOO, ST. JOSEPH, VAN BUREN).....\$ 23.74 13.35

 PAIN0845-003 05/10/2018

Rates Fringes

PAINTER (CLINTON COUNTY; EATON COUNTY (DOES NOT INCLUDE THE TOWNSHIPS OF BELLEVUE AND OLIVET); INGHAM COUNTY; IONIA COUNTY (EAST OF HWY. M 66); LIVINGSTON COUNTY (WEST OF THE EASTERN CITY LIMITS OF HOWELL, INCLUDING THE CITY OF HOWELL, NORTH TO THE GENESEE COUNTY LINE AND SOUTH TO THE WASHTENAW COUNTY LINE); AND SHIAWASSEE COUNTY (TOWNSHIPS OF BENNINGTON, LAINGSBURY AND PERRY)).....\$ 25.49 13.74

 PAIN0845-015 05/10/2018

Rates Fringes

PAINTER (MUSKEGON COUNTY; NEWAYGO COUNTY (EXCEPT THE TOWNSHIPS OF BARTON, BIG PRAIRIE, BROOKS, CROTON, ENSLEY, EVERETT, GOODWELL, GRANT, HOME, MONROE, NORWICH AND WILCOX); OCEANA COUNTY; OTTAWA COUNTY (EXCEPT THE TOWNSHIPS OF ALLENDALE, BLENDONE, CHESTER, GEORGETOWN, HOLLAND, JAMESTOWN, OLIVE, PARK, POLKTON, PORT SHELDON, TALLMADGE, WRIGHT AND ZEELAND):).....\$ 25.49 13.74

 PAIN0845-018 05/10/2018

Rates Fringes

PAINTER (ALLEGAN COUNTY (TOWNSHIPS OF DORR, FILLMORE, HEATH, HOPKINS, LAKETOWN, LEIGHTON, MANLIUS, MONTEREY, OVERISEL, SALEM, SAUGATUCK AND WAYLAND); IONIA COUNTY (WEST OF HWY. M-66); KENT, MECOSTA AND MONTCALM COUNTIES; NEWAYGO COUNTY (TOWNSHIPS OF BARTON, BIG PRAIRIE, BROOKS, CROTON, ENSLEY, EVERETT, GOODWELL, GRANT, HOME, MONROE, NORWICH AND WILCOX); OSCEOLA COUNTY (SOUTH OF HWY. #10); OTTAWA COUNTY (TOWNSHIPS OF ALLENDALE, BLENDONE, CHESTER, GEORGETOWN, HOLLAND, JAMESTOWN, OLIVE, PARK, POLK.....\$ 25.49 13.74

 PAIN1011-003 06/02/2022

Rates Fringes

PAINTER (ALGER, BARAGA, CHIPPEWA, DELTA, DICKINSON, GOGEBIC, HOUGHTON, IRON, KEWEENAW, LUCE, MACKINAC, MARQUETTE, MENOMINEE, ONTONAGON AND SCHOOLCRAFT COUNTIES) FOOTNOTES: HIGH PAY (BRIDGES, OVERPASSES, WATERTOWER): 30 TO 80 FT.: \$.65 PER HOUR ADDITIONAL. 80 FT. AND OVER: \$1.30 PER HOUR ADDITIONAL.....\$ 24.66 14.99

 PAIN1474-002 06/01/2010

Rates Fringes

PAINTER (HURON COUNTY; LAPEER COUNTY (EAST OF HWY.

M-53); ST. CLAIR, SANILAC AND TUSCOLA COUNTIES)
 FOOTNOTES: LEAD ABATEMENT WORK: \$1.00 PER HOUR
 ADDITIONAL. WORK WITH ANY HAZARDOUS MATERIAL: \$1.00
 PER HOUR ADDITIONAL. SANDBLASTING, STEAM CLEANING
 AND ACID CLEANING: \$1.00 PER HOUR ADDITIONAL.
 LADDER WORK AT OR ABOVE 40 FT., SCAFFOLD WORK AT OR
 ABOVE 40 FT., SWING STAGE, BOATSWAIN CHAIR, WINDOW
 JACKS AND ALL WORK PERFORMED OVER A FALLING HEIGHT
 OF 40 FT.: \$1.00 PER HOUR ADDITIONAL. SPRAY GUN
 WORK, PICK PULLERS AND THOSE HANDLING NEEDLES,
 BLOWING OFF BY AIR PRESSURE, AND ANY PERSON RIGGING
 (SETTING UP AND MOVING OFF THE GROUND): \$1.00 PER
 HOUR ADDITIONAL. STEEPLEJACK, TANKS, GAS HOLDERS,
 STACKS, FLAG POLES, RADIO TOWERS AND BEACONS, POWER
 LINE TOWERS, BRIDGES, ETC.: \$1.00 PER HOUR
 ADDITIONAL, PAID FROM THE GROUND UP.....\$ 23.79 12.02

PAIN1803-003 06/01/2025

Rates Fringes

PAINTER: WORK PERFORMED ON WATER, BRIDGES OVER
 WATER OR MOVING TRAFFIC, RADIO AND POWERLINE
 TOWERS, ELEVATED TANKS, STEEPLES, SMOKE STACKS OVER
 40 FT. OF FALLING HEIGHTS, RECOVERY OF LEAD-BASED
 PAINTS AND ANY WORK ASSOCIATED WITH INDUSTRIAL
 PLANTS, EXCEPT MAINTENANCE OF INDUSTRIAL PLANTS
 (ALCONA, ALPENA, ANTRIM, ARENAC, BAY, BENZIE,
 CHARLEVOIX, CHEBOYGAN, CLARE, CRAWFORD, EMMET,
 GLADWIN, GRAND TRAVERSE, GRATIOT, IOSCO, ISABELLA,
 KALKASKA, LAKE, LEELANAU, MANISTEE, MASON, MIDLAND,
 MISSAUKEE, MON.....\$ 29.23 19.11

PAINTER: ALL OTHER WORK, INCLUDING MAINTENANCE OF
 INDUSTRIAL PLANT (ALCONA, ALPENA, ANTRIM, ARENAC,
 BAY, BENZIE, CHARLEVOIX, CHEBOYGAN, CLARE,
 CRAWFORD, EMMET, GLADWIN, GRAND TRAVERSE, GRATIOT,
 IOSCO, ISABELLA, KALKASKA, LAKE, LEELANAU,
 MANISTEE, MASON, MIDLAND, MISSAUKEE, MONTMORENCY
 AND OGEMAW COUNTIES; OSCEOLA COUNTY (NORTH OF HWY.
 #10); OSCODA, OTSEGO, PRESQUE ISLE, ROSCOMMON,
 SAGINAW AND WEXFORD COUNTIES) FOOTNOTES: SPRAY
 PAINTING, SANDBLASTING, BLOWDOWN ASSOCIATED WITH
 SPRAYING AND BLASTING, WATER BLASTING AND WORK
 INVOLVING A SWING STAGE, BOATSWAIN CHAIR OR SPIDER:
 \$1.00 PER HOUR ADDITIONAL. ALL WORK PERFORMED
 INSIDE TANKS, VESSELS, TANK TRAILERS, RAILROAD
 CARS, SEWERS, SMOKE STACKS, BOILERS OR OTHER SPACES
 HAVING LIMITED EGRESS NOT INCLUDING BUILDINGS,
 OPENTOP TANKS, PITS, ETC.: \$1.25 PER HOUR
 ADDITIONAL.....\$ 29.35 19.05

PLAS0514-001 06/01/2023

Rates Fringes

CEMENT MASON/CONCRETE FINISHER: ZONE 2 (ZONE 1:
 GENESEE, LIVINGSTON, MACOMB, MONROE, OAKLAND,
 SAGINAW, WASHTENAW AND WAYNE COUNTIES ZONE 2:
 ALCONA, ALGER, ALLEGAN, ALPENA, ANTRIM, ARENAC,
 BARAGA, BARRY, BAY, BENZIE, BERRIEN, BRANCH,
 CALHOUN, CASS, CHARLEVOIX, CHEBOYGAN, CHIPPEWA,
 CLARE, CLINTON, CRAWFORD, DELTA, DICKINSON, EATON,
 EMMET, GLADWIN, GOGEBIC, GRAND TRAVERSE, GRATIOT,
 HILLSDALE, HOUGHTON, HURON, INGHAM, IONIA, IOSCO,
 IRON, ISABELLA, JACKSON, KALAMAZOO, KALKASKA, KENT,
 KEWEENAW, LAK.....\$ 31.50 18.51
 CEMENT MASON/CONCRETE FINISHER: ZONE 1 (ZONE 1:

GENESEE, LIVINGSTON, MACOMB, MONROE, OAKLAND,
 SAGINAW, WASHTENAW AND WAYNE COUNTIES ZONE 2:
 ALCONA, ALGER, ALLEGAN, ALPENA, ANTRIM, ARENAC,
 BARAGA, BARRY, BAY, BENZIE, BERRIEN, BRANCH,
 CALHOUN, CASS, CHARLEVOIX, CHEBOYGAN, CHIPPEWA,
 CLARE, CLINTON, CRAWFORD, DELTA, DICKINSON, EATON,
 EMMET, GLADWIN, GOGEBIC, GRAND TRAVERSE, GRATIOT,
 HILLSDALE, HOUGHTON, HURON, INGHAM, IONIA, IOSCO,
 IRON, ISABELLA, JACKSON, KALAMAZOO, KALKASKA, KENT,
 KEWEENAW, LAK.....\$ 33.00 18.51

PLUM0190-003 05/01/2015

	Rates	Fringes
PLUMBER/PIPEFITTER - GAS DISTRIBUTION PIPELINE:: WELDING IN CONJUNCTION WITH GAS DISTRIBUTION PIPELINE WORK (ALCONA, ALGER, ALLEGAN, ALPENA, ANTRIM, ARENAC, BARAGA, BARRY, BAY, BENZIE, BERRIEN, BRANCH, CALHOUN, CASS, CHARLEVOIX, CHEBOYGAN, CHIPPEWA, CLARE, CLINTON, CRAWFORD, DELTA, DICKINSON, EATON, EMMET, GENESEE, GLADWIN, GOGEBIC, GRAND TRAVERSE, GRATIOT, HILLSDALE, HOUGHTON, HURON, INGHAM, IONIA, IOSCO, IRON, ISABELLA, JACKSON, KALAMAZOO, KALKASKA, KENT, KEWEENAW, LAKE, LAPEER, LEELANAU, LE.....\$ 33.03	\$ 33.03	20.19
PLUMBER/PIPEFITTER - GAS DISTRIBUTION PIPELINE:: ALL OTHER WORK: (ALCONA, ALGER, ALLEGAN, ALPENA, ANTRIM, ARENAC, BARAGA, BARRY, BAY, BENZIE, BERRIEN, BRANCH, CALHOUN, CASS, CHARLEVOIX, CHEBOYGAN, CHIPPEWA, CLARE, CLINTON, CRAWFORD, DELTA, DICKINSON, EATON, EMMET, GENESEE, GLADWIN, GOGEBIC, GRAND TRAVERSE, GRATIOT, HILLSDALE, HOUGHTON, HURON, INGHAM, IONIA, IOSCO, IRON, ISABELLA, JACKSON, KALAMAZOO, KALKASKA, KENT, KEWEENAW, LAKE, LAPEER, LEELANAU, LENAWEE, LIVINGSTON, LUCE, MACKINAC, MACOMB,.....\$ 24.19	\$ 24.19	12.28

SUMI2002-001 08/13/1986

	Rates	Fringes
PAVEMENT MARKING MACHINE: GROUP 2 ZONE 2: STATEWIDE (EXCLUDING GENESEE, MACOMB, MONROE, OAKLAND, WASHTENAW AND WAYNE).....\$ 30.03	\$ 30.03	14.45
PAVEMENT MARKING MACHINE: GROUP 2 ZONE 1: GENESEE, MACOMB, MONROE, OAKLAND, WASHTENAW AND WAYNE.....\$ 31.96	\$ 31.96	14.45
PAVEMENT MARKING MACHINE: GROUP 1 Drives or operates a truck mounted striper, grinder, blaster, groover, or thermoplastic melter for the placement or removal of temporary or permanent pavement markings or markers. ZONE 2: STATEWIDE (EXCLUDING GENESEE, MACOMB, MONROE, OAKLAND, WASHTENAW AND WAYNE COUNTIES).....\$ 33.37	\$ 33.37	14.45
PAVEMENT MARKING MACHINE: GROUP 1 Drives or operates a truck mounted striper, grinder, blaster, groover, or thermoplastic melter for the placement or removal of temporary or permanent pavement markings or markers. ZONE 1: GENESEE, MACOMB, MONROE, OAKLAND, WASHTENAW AND WAYNE COUNTIES.....\$ 35.51	\$ 35.51	14.45
LINE PROTECTOR (ZONE 2: STATEWIDE (EXCLUDING GENESEE, MACOMB, MONROE, OAKLAND, WASHTENAW AND WAYNE).....\$ 25.03	\$ 25.03	14.45
LINE PROTECTOR (ZONE 1: GENESEE, MACOMB, MONROE, OAKLAND, WASHTENAW AND WAYNE).....\$ 26.63	\$ 26.63	14.45
FLAG PERSON.....\$ 10.10	\$ 10.10	0.00

 TEAM0007-004 06/01/2025

	Rates	Fringes
TRUCK DRIVER TRUCKS, 8 CU. YDS. AND OVER (AREA 2)...	\$ 33.50	0.75
TRUCK DRIVER TRUCKS, 8 CU. YDS. AND OVER (AREA 1)...	\$ 33.40	0.75
TRUCK DRIVER TRUCKS UNDER 8 CU. YDS. (AREA 2).....	\$ 33.50	0.75
TRUCK DRIVER TRUCKS UNDER 8 CU. YDS. (AREA 1).....	\$ 33.40	0.75
TRUCK DRIVER EUCLIDS, DOUBLE BOTTOMS AND LOWBOYS (AREA 2).....	\$ 33.65	0.75
TRUCK DRIVER EUCLIDS, DOUBLE BOTTOMS AND LOWBOYS (AREA 1).....	\$ 33.55	0.75

TEAM0247-004 04/01/2013

	Rates	Fringes
SIGN INSTALLER GROUP 1 (AREA 2).....	\$ 22.03	11.83
SIGN INSTALLER GROUP 1 (AREA 1).....	\$ 21.78	11.83

TEAM0247-010 04/01/2018

	Rates	Fringes
TRUCK DRIVER, UNDERGROUND CONSTRUCTION: GROUP 3 (AREA 2).....	\$ 24.45	19.04
TRUCK DRIVER, UNDERGROUND CONSTRUCTION: GROUP 3 (AREA 1).....	\$ 24.12	19.04
TRUCK DRIVER, UNDERGROUND CONSTRUCTION: GROUP 2 (AREA 2).....	\$ 24.26	19.04
TRUCK DRIVER, UNDERGROUND CONSTRUCTION: GROUP 2 (AREA 1).....	\$ 23.91	19.04
TRUCK DRIVER, UNDERGROUND CONSTRUCTION: GROUP 1 (AREA 2).....	\$ 24.12	19.04
TRUCK DRIVER, UNDERGROUND CONSTRUCTION: GROUP 1 (AREA 1).....	\$ 23.82	19.04

 WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.
 =====

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Note: Executive Order 13658 generally applies to contracts subject to the Davis-Bacon Act that were awarded on or between January 1, 2015 and January 29, 2022, and that have not been renewed or extended on or after January 30, 2022. Executive Order 13658 does not apply to contracts subject only to the Davis-Bacon Related Acts regardless of when they were awarded. If a contract is subject to

Executive Order 13658, the contractor must pay all covered workers at least \$13.65 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract from May 11, 2026, through December 31, 2026. The applicable Executive Order minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under Executive Order 13658 is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than **SU**, **UAVG**, **SA**, or **SC** denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The **SU** identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates

reported in the survey for that classification. As a weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

◆SU◆ wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The ◆SA◆ identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the ◆SA◆ identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1) Has there been an initial decision in the matter? This can be:

- a) a survey underlying a wage determination
- b) an existing published wage determination
- c) an initial WHD letter setting forth a position on a wage determination matter
- d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
 Wage and Hour Division
 U.S. Department of Labor
 200 Constitution Avenue, N.W.
 Washington, DC 20210

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail to:

Branch of Construction Wage Determinations
 Wage and Hour Division
 U.S. Department of Labor
 200 Constitution Avenue, N.W.
 Washington, DC 20210

2) If an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

=====

END OF GENERAL DECISION

..

TECHNICAL SPECIFICATIONS

(This page intentionally left blank)

Item C-100 Contractor Quality Control Program (CQCP)

100-1 General. Quality is more than test results. Quality is the combination of proper materials, testing, workmanship, equipment, inspection, and documentation of the project. Establishing and maintaining a culture of quality is key to achieving a quality project. The Contractor shall establish, provide, and maintain an effective Contractor Quality Control Program (CQCP) that details the methods and procedures that will be taken to assure that all materials and completed construction required by this contract conform to contract plans, technical specifications and other requirements, whether manufactured by the Contractor, or procured from subcontractors or vendors. Although guidelines are established and certain minimum requirements are specified here and elsewhere in the contract technical specifications, the Contractor shall assume full responsibility for accomplishing the stated purpose.

The Contractor shall establish a CQCP that will:

- a. Provide qualified personnel to develop and implement the CQCP.
- b. Provide for the production of acceptable quality materials.
- c. Provide sufficient information to assure that the specification requirements can be met.
- d. Document the CQCP process.

The Contractor shall not begin any construction or production of materials to be incorporated into the completed work until the CQCP has been reviewed and approved by the Resident Project Representative (RPR). No partial payment will be made for materials subject to specific quality control (QC) requirements until the CQCP has been reviewed and approved.

The QC requirements contained in this section and elsewhere in the contract technical specifications are in addition to and separate from the quality assurance (QA) testing requirements. QA testing requirements are the responsibility of the RPR or Contractor as specified in the specifications.

A Quality Control (QC)/Quality Assurance (QA) workshop with the Engineer, Resident Project Representative (RPR), Contractor, subcontractors, testing laboratories, and Owner's representative must be held prior to start of construction. The QC/QA workshop will be facilitated by the Contractor. The Contractor shall coordinate with the Airport and the RPR on time and location of the QC/QA workshop. Items to be addressed, at a minimum, will include:

- a. Review of the CQCP including submittals, QC Testing, Action & Suspension Limits for Production, Corrective Action Plans, Distribution of QC reports, and Control Charts.
- b. Discussion of the QA program.
- c. Discussion of the QC and QA Organization and authority including coordination and information exchange between QC and QA.
- d. Establish regular meetings to discuss control of materials, methods and testing.

- e. Establishment of the overall QC culture.

100-2 Description of program.

a. General description. The Contractor shall establish a CQCP to perform QC inspection and testing of all items of work required by the technical specifications, including those performed by subcontractors. The CQCP shall ensure conformance to applicable specifications and plans with respect to materials, off-site fabrication, workmanship, construction, finish, and functional performance. The CQCP shall be effective for control of all construction work performed under this Contract and shall specifically include surveillance and tests required by the technical specifications, in addition to other requirements of this section and any other activities deemed necessary by the Contractor to establish an effective level of QC.

b. Contractor Quality Control Program (CQCP). The Contractor shall describe the CQCP in a written document that shall be reviewed and approved by the RPR prior to the start of any production, construction, or off-site fabrication. The written CQCP shall be submitted to the RPR for review and approval at least 10 calendar days before the CQCP Workshop. The Contractor's CQCP and QC testing laboratory must be approved in writing by the RPR prior to the Notice to Proceed (NTP).

The CQCP shall be organized to address, as a minimum, the following:

1. QC organization and resumes of key staff
2. Project progress schedule
3. Submittals schedule
4. Inspection requirements
5. QC testing plan
6. Documentation of QC activities and distribution of QC reports
7. Requirements for corrective action when QC and/or QA acceptance criteria are not met
8. Material quality and construction means and methods. Address all elements applicable to the project that affect the quality of the pavement structure including subgrade, subbase, base, and surface course. Some elements that must be addressed include, but is not limited to mix design, aggregate grading, stockpile management, mixing and transporting, placing and finishing, quality control testing and inspection, smoothness, laydown plan, equipment, and temperature management plan.

The Contractor must add any additional elements to the CQCP that is necessary to adequately control all production and/or construction processes required by this contract.

100-3 CQCP organization. The CQCP shall be implemented by the establishment of a QC organization. An organizational chart shall be developed to show all QC personnel, their authority, and how these personnel integrate with other management/production and construction functions and personnel.

The organizational chart shall identify all QC staff by name and function, and shall indicate the total staff required to implement all elements of the CQCP, including inspection and testing for each item of work. If necessary, different technicians can be used for specific inspection and testing functions for different

items of work. If an outside organization or independent testing laboratory is used for implementation of all or part of the CQCP, the personnel assigned shall be subject to the qualification requirements of paragraphs 100-03a and 100-03b. The organizational chart shall indicate which personnel are Contractor employees and which are provided by an outside organization.

The QC organization shall, as a minimum, consist of the following personnel:

a. Program Administrator. The Contractor Quality Control Program Administrator (CQCPA) must be a full-time employee of the Contractor, or a consultant engaged by the Contractor. The CQCPA must have a minimum of five (5) years of experience in QC pavement construction with prior QC experience on a project of comparable size and scope as the contract.

Included in the five (5) years of paving/QC experience, the CQCPA must meet at least one of the following requirements:

- (1) Professional Engineer with one (1) year of airport paving experience.
- (2) Engineer-in-training with two (2) years of airport paving experience.
- (3) National Institute for Certification in Engineering Technologies (NICET) Civil Engineering Technology Level IV with three (3) years of airport paving experience.
- (4) An individual with four (4) years of airport paving experience, with a Bachelor of Science Degree in Civil Engineering, Civil Engineering Technology or Construction.

The CQCPA must have full authority to institute any and all actions necessary for the successful implementation of the CQCP to ensure compliance with the contract plans and technical specifications. The CQCPA authority must include the ability to immediately stop production until materials and/or processes are in compliance with contract specifications. The CQCPA must report directly to a principal officer of the construction firm. The CQCPA may supervise the Quality Control Program on more than one project provided that person can be at the job site within two (2) hours after being notified of a problem.

b. QC technicians. A sufficient number of QC technicians necessary to adequately implement the CQCP must be provided. These personnel must be either Engineers, engineering technicians, or experienced craftsman with qualifications in the appropriate field equivalent to NICET Level II in Civil Engineering Technology or higher, and shall have a minimum of two (2) years of experience in their area of expertise.

The QC technicians must report directly to the CQCPA and shall perform the following functions:

- (1) Inspection of all materials, construction, plant, and equipment for conformance to the technical specifications, and as required by paragraph 100-6.
- (2) Performance of all QC tests as required by the technical specifications and paragraph 100-8.
- (3) Performance of tests for the RPR when required by the technical specifications.

Certification at an equivalent level of qualification and experience by a state or nationally recognized organization will be acceptable in lieu of NICET certification.

c. Staffing levels. The Contractor shall provide sufficient qualified QC personnel to monitor each work activity at all times. Where material is being produced in a plant for incorporation into the work,

separate plant and field technicians shall be provided at each plant and field placement location. The scheduling and coordinating of all inspection and testing must match the type and pace of work activity. The CQCP shall state where different technicians will be required for different work elements.

100-4 Project progress schedule. Critical QC activities must be shown on the project schedule as required by Section 80, paragraph 80-03, *Execution and Progress*.

100-5 Submittals schedule. The Contractor shall submit a detailed listing of all submittals (for example, mix designs, material certifications) and shop drawings required by the technical specifications. The listing can be developed in a spreadsheet format and shall include as a minimum:

- a. Specification item number
- b. Item description
- c. Description of submittal
- d. Specification paragraph requiring submittal
- e. Scheduled date of submittal

100-6 Inspection requirements. QC inspection functions shall be organized to provide inspections for all definable features of work, as detailed below. All inspections shall be documented by the Contractor as specified by paragraph 100-9.

Inspections shall be performed as needed to ensure continuing compliance with contract requirements until completion of the particular feature of work. Inspections shall include the following minimum requirements:

a. During plant operation for material production, QC test results and periodic inspections shall be used to ensure the quality of aggregates and other mix components, and to adjust and control mix proportioning to meet the approved mix design and other requirements of the technical specifications. All equipment used in proportioning and mixing shall be inspected to ensure its proper operating condition. The CQCP shall detail how these and other QC functions will be accomplished and used.

b. During field operations, QC test results and periodic inspections shall be used to ensure the quality of all materials and workmanship. All equipment used in placing, finishing, and compacting shall be inspected to ensure its proper operating condition and to ensure that all such operations are in conformance to the technical specifications and are within the plan dimensions, lines, grades, and tolerances specified. The CQCP shall document how these and other QC functions will be accomplished and used.

100-7 Contractor QC testing facility.

a. For projects that include Item P-401, Item P-403, and Item P-404, the Contractor shall ensure facilities, including all necessary equipment, materials, and current reference standards, are provided that meet requirements in the following paragraphs of ASTM D3666, *Standard Specification for Minimum Requirements for Agencies Testing and Inspecting Road and Paving Materials*:

- 8.1.3 Equipment Calibration and Checks;
- 8.1.9 Equipment Calibration, Standardization, and Check Records;

8.1.12 Test Methods and Procedures

b. For projects that include P-501, the Contractor shall ensure facilities, including all necessary equipment, materials, and current reference standards, are provided that meet requirements in the following paragraphs of ASTM C1077, Standard Practice for Agencies Testing Concrete and Concrete Aggregates for Use in Construction and Criteria for Testing Agency Evaluation:

7 Test Methods and Procedures

8 Facilities, Equipment, and Supplemental Procedures

100-8 QC testing plan. As a part of the overall CQCP, the Contractor shall implement a QC testing plan, as required by the technical specifications. The testing plan shall include the minimum tests and test frequencies required by each technical specification Item, as well as any additional QC tests that the Contractor deems necessary to adequately control production and/or construction processes.

The QC testing plan can be developed in a spreadsheet fashion and shall, as a minimum, include the following:

- a.** Specification item number (e.g., P-401)
- b.** Item description (e.g., Hot Mix Asphalt Pavements)
- c.** Test type (e.g., gradation, grade, asphalt content)
- d.** Test standard (e.g., ASTM or American Association of State Highway and Transportation Officials (AASHTO) test number, as applicable)
- e.** Test frequency (e.g., as required by technical specifications or minimum frequency when requirements are not stated)
- f.** Responsibility (e.g., plant technician)
- g.** Control requirements (e.g., target, permissible deviations)

The QC testing plan shall contain a statistically-based procedure of random sampling for acquiring test samples in accordance with ASTM D3665. The RPR shall be provided the opportunity to witness QC sampling and testing.

All QC test results shall be documented by the Contractor as required by paragraph 100-9.

100-9 Documentation. The Contractor shall maintain current QC records of all inspections and tests performed. These records shall include factual evidence that the required QC inspections or tests have been performed, including type and number of inspections or tests involved; results of inspections or tests; nature of defects, deviations, causes for rejection, etc.; proposed remedial action; and corrective actions taken.

These records must cover both conforming and defective or deficient features, and must include a statement that all supplies and materials incorporated in the work are in full compliance with the terms of the contract. Legible copies of these records shall be furnished to the RPR daily. The records shall cover all work placed subsequent to the previously furnished records and shall be verified and signed by the CQCPA.

Contractor QC records required for the contract shall include, but are not necessarily limited to, the following records:

a. Daily inspection reports. Each Contractor QC technician shall maintain a daily log of all inspections performed for both Contractor and subcontractor operations. These technician's daily reports shall provide factual evidence that continuous QC inspections have been performed and shall, as a minimum, include the following:

- (1) Technical specification item number and description
- (2) Compliance with approved submittals
- (3) Proper storage of materials and equipment
- (4) Proper operation of all equipment
- (5) Adherence to plans and technical specifications
- (6) Summary of any necessary corrective actions
- (7) Safety inspection.

The daily inspection reports shall identify all QC inspections and QC tests conducted, results of inspections, location and nature of defects found, causes for rejection, and remedial or corrective actions taken or proposed.

The daily inspection reports shall be signed by the responsible QC technician and the CQCPA. The RPR shall be provided at least one copy of each daily inspection report on the work day following the day of record. When QC inspection and test results are recorded and transmitted electronically, the results must be archived.

b. Daily test reports. The Contractor shall be responsible for establishing a system that will record all QC test results. Daily test reports shall document the following information:

- (1) Technical specification item number and description
- (2) Test designation
- (3) Location
- (4) Date of test
- (5) Control requirements
- (6) Test results
- (7) Causes for rejection
- (8) Recommended remedial actions
- (9) Retests

Test results from each day's work period shall be submitted to the RPR prior to the start of the next day's work period. When required by the technical specifications, the Contractor shall maintain statistical QC charts. When QC daily test results are recorded and transmitted electronically, the results must be archived.

100-10 Corrective action requirements. The CQCP shall indicate the appropriate action to be taken when a process is deemed, or believed, to be out of control (out of tolerance) and detail what action will

be taken to bring the process into control. The requirements for corrective action shall include both general requirements for operation of the CQCP as a whole, and for individual items of work contained in the technical specifications.

The CQCP shall detail how the results of QC inspections and tests will be used for determining the need for corrective action and shall contain clear rules to gauge when a process is out of control and the type of correction to be taken to regain process control.

When applicable or required by the technical specifications, the Contractor shall establish and use statistical QC charts for individual QC tests. The requirements for corrective action shall be linked to the control charts.

100-11 Inspection and/or observations by the RPR. All items of material and equipment are subject to inspection and/or observation by the RPR at the point of production, manufacture or shipment to determine if the Contractor, producer, manufacturer or shipper maintains an adequate QC system in conformance with the requirements detailed here and the applicable technical specifications and plans. In addition, all items of materials, equipment and work in place shall be subject to inspection and/or observation by the RPR at the site for the same purpose.

Inspection and/or observations by the RPR does not relieve the Contractor of performing QC inspections of either on-site or off-site Contractor's or subcontractor's work.

100-12 Noncompliance.

a. The Resident Project Representative (RPR) will provide written notice to the Contractor of any noncompliance with their CQCP. After receipt of such notice, the Contractor must take corrective action.

b. When QC activities do not comply with either the CQCP or the contract provisions or when the Contractor fails to properly operate and maintain an effective CQCP, and no effective corrective actions have been taken after notification of non-compliance, the RPR will recommend the Owner take the following actions:

- (1) Order the Contractor to replace ineffective or unqualified QC personnel or subcontractors and/or
- (2) Order the Contractor to stop operations until appropriate corrective actions are taken.

METHOD OF MEASUREMENT

100-13 Basis of measurement and payment. Contractor Quality Control Program (CQCP) is for the personnel, tests, facilities and documentation required to implement the CQCP. The CQCP will be paid as a lump sum with the following schedule of partial payments:

- a. With first pay request, 25% with approval of CQCP and completion of the Quality Control (QC)/Quality Assurance (QA) workshop.
- b. When 25% or more of the original contract is earned, an additional 25%.
- c. When 50% or more of the original contract is earned, an additional 20%.
- d. When 75% or more of the original contract is earned, an additional 20%

e. After final inspection and acceptance of project, the final 10%.

BASIS OF PAYMENT

100-14 Payment will be made under:

Item C-100 Contractor Quality Control Program (CQCP) – Per Lump Sum

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

National Institute for Certification in Engineering Technologies (NICET)

ASTM International (ASTM)

ASTM C1077	Standard Practice for Agencies Testing Concrete and Concrete Aggregates for Use in Construction and Criteria for Testing Agency Evaluation
ASTM D3665	Standard Practice for Random Sampling of Construction Materials
ASTM D3666	Standard Specification for Minimum Requirements for Agencies Testing and Inspecting Road and Paving Materials

END OF ITEM C-100

Item C-105 Mobilization

105-1 Description. This item of work shall consist of, but is not limited to, work and operations necessary for the movement of personnel, equipment, material and supplies to and from the project site for work on the project except as provided in the contract as separate pay items.

105-2 Mobilization limit. Mobilization shall be limited to 10 percent of the total project cost.

105-3 Posted notices. Prior to commencement of construction activities, the Contractor must post the following documents in a prominent and accessible place where they may be easily viewed by all employees of the prime Contractor and by all employees of subcontractors engaged by the prime Contractor: Equal Employment Opportunity (EEO) Poster “Equal Employment Opportunity is the Law” in accordance with the Office of Federal Contract Compliance Programs Executive Order 11246, as amended; Davis Bacon Wage Poster (WH 1321) - DOL “Notice to All Employees” Poster; and Applicable Davis-Bacon Wage Rate Determination. These notices must remain posted until final acceptance of the work by the Owner.

105-4 Engineer/RPR field office. An Engineer/RPR field office is not required.

METHOD OF MEASUREMENT

105-5 Basis of measurement and payment. Based upon the contract lump sum price for “Mobilization” partial payments will be allowed as follows:

- a. With first pay request, 25%.
- b. When 25% or more of the original contract is earned, an additional 25%.
- c. When 50% or more of the original contract is earned, an additional 40%.

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

BASIS OF PAYMENT

105-6 Payment will be made under:

Item C-105 Mobilization – Per Lump Sum

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Office of Federal Contract Compliance Programs (OFCCP)

Executive Order 11246, as amended

EEOC-P/E-1 – Equal Employment Opportunity is the Law Poster

United States Department of Labor, Wage and Hour Division (WHD)

WH 1321 – Employee Rights under the Davis-Bacon Act Poster

END OF ITEM C-105

Item G-102 Safety and Security

DESCRIPTION

102-1.1 General. This work shall consist of complying with the provisions of the construction safety and phasing plan and as contained in this specification and other contract documents. A complete understanding of all safety and security procedures and requirements contained in the contract documents is required to ensure safety during construction.

Required reference material associated with this safety plan includes the current versions of the following documents:

FAA AC 150/5200-18, Airport Safety Self-Inspection
 FAA AC 150/5210-5, Painting, Marking and Lighting of Vehicles Used on an Airport
 FAA AC 150/5340-1, Standards for Airport Markings
 FAA AC 150/5370-2, Operational Safety on Airports During Construction
 FAA AC 150/5370-13, Off-peak Construction of Airports Using Hot-Mix Asphalt

Copies of these documents are available for download at www.faa.gov

CONTRACTOR SAFETY AND SECURITY OFFICER

102-2.1 Contractor Safety and Security Officer (CSSO). The Contractor shall appoint its on-site Construction Superintendent or other qualified individual(s) as its duly authorized representative to serve as Contractor Safety and Security Officer (CSSO) for the duration of the Contract. The CSSO shall thoroughly understand the safety and security requirements of the Contract, the necessity for them and shall have sufficient authority to implement its provisions without significant deviation. The Contractor shall notify the RPR in writing of the name of the individual(s) selected for the assignment.

The CSSO shall represent the Contractor on safety and security requirements compliance. The CSSO shall be especially knowledgeable regarding the requirements of FAA AC's 150/5200-18, Airport Self Inspection Guide and 150/5370-2 Operational Safety on Airports During Construction, current editions.

102-2.2 Responsibilities of the Contractor Safety and Security Officer. Prior to the desired date for commencement of any work on the project, the CSSO shall accomplish the following:

a. Develop and submit in writing a detailed work sequence schedule with dates and times specified for all milestone events. This sequence schedule shall conform, as a minimum, to the events specified in Section 3.1, Construction Sequence, and shall be subject to the approval of the RPR. To assure adequate time for coordination, this document shall be submitted at least one week prior to the date of the Preconstruction Conference.

b. Develop and submit in writing a detailed outline of the procedures to be followed to maintain safety and security of both Contractor operations and the integrity of airport landside and airside operations during the prosecution of contract work. This plan shall detail, in addition, the procedures to be followed in the event of an accident or fire involving Contractor personnel and the Contractor's efforts to maintain fire protection and security. These procedures shall be subject to the approval of the RPR and reflect any change as may be deemed necessary.

c. Conduct at least one meeting of all Contractor supervisory personnel prior to the start of contract

work. The purpose of this meeting is to review the approved Work sequence schedule and safety and security procedures. Attendance at this meeting by the CSSO, all Contractor supervisory personnel and the RPR is mandatory. This meeting shall also be open to other employees of the Contractor and others as the RPR may deem appropriate. Minutes of this meeting shall be taken by the CSSO, copies provided to each supervisor and kept on file in the Contractor’s construction office for periodic review and updating.

d. Develop a safety and security orientation program and provide a briefing for all employees of the Contractor and subcontractors that will be used on the project. A similar briefing will be given to new employees prior to their use on contract work. In addition, the CSSO shall be responsible for briefing, from time to time, all Contractor personnel on any changes to safety and security measures deemed necessary.

e. Submit a Safety Plan Compliance Document (SPCD) to the airport operator describing how it will comply with the requirements of the CSPP and supplying any details that could not be determined before contract award. The SPCD must include a certification statement by the contractor that indicates it understands the operational safety requirements of the CSPP and it asserts it will not deviate from the approved CSPP and SPCD unless approval is granted by the airport operator. Any construction practice proposed by the contractor that does not conform to the CSPP and SPCD may impact the airport’s operational safety and will require a revision to the CSPP and SPCD and re-coordination with the airport operator and the FAA in advance.

1. **The Safety Plan Compliance Document (SPCD)** should include a general statement by the construction contractor that he/she has read and will abide by the CSPP. In addition, the SPCD must include all supplemental information that could not be included in the CSPP prior to the contract award. The contractor statement should include the name of the contractor, the title of the project CSPP, the approval date of the CSPP, and a reference to any supplemental information (that is, “I, *Name of Contractor*, have read the *Title of Project* CSPP, approved on *Date*, and will abide by it as written and with the following additions as noted:”). The supplemental information in the SPCD should be written to match the format of the CSPP indicating each subject by corresponding CSPP subject number and title. If no supplemental information is necessary for any specific subject, the statement, “No supplemental information,” should be written after the corresponding subject title. The SPCD should not duplicate information in the CSPP:
 - a) **Coordination.** Discuss details of proposed safety meetings with the airport operator and with contractor employees and subcontractors.
 - b) **Phasing.** Discuss proposed construction schedule elements, including:
 1. Duration of each phase.
 2. Daily start and finish of construction, including “night only” construction.
 3. Duration of construction activities during:
 - a. Normal runway operations.
 - b. Closed runway operations.
 - c. Modified Runway “Aircraft Reference Code” usage (if utilized).
 - c) **Areas and operations affected by the construction activity.** These areas and operations should be identified in the CSPP and should not require an entry in the SPCD.
 - d) **Protection of NAVAIDs.** Discuss specific methods proposed to protect operating NAVAIDs.

- e) **Contractor access.** Provide the following:
 - 1. Details on how the contractor will maintain the integrity of the airport security fence (gate guards, daily log of construction personnel, and other).
 - 2. Listing of individuals requiring driver training.
 - 3. Radio Communications
 - a. Types of radios and backup capabilities
 - b. Who will be monitoring radios
 - c. Who to contact if the ATCT cannot reach the contractor's designated person by radio.
 - 4. Details on how the contractor will escort material delivery vehicles.
- f) **Wildlife management.** Discuss the following:
 - 1. Methods and procedures to prevent wildlife attraction.
 - 2. Wildlife reporting procedures.
- g) **Foreign Object Debris (FOD) management.** Discuss equipment and methods for control of FOD, including construction debris and dust.
- h) **Hazardous material (HAZMAT) management.** Discuss equipment and methods for responding to hazardous spills.
- i) **Notification of construction activities.** Provide the following:
 - 1. Contractor points of contact.
 - 2. Contractor emergency contact.
 - 3. Listing of tall or other requested equipment proposed for use on the airport and the timeframe for submitting 7460-1 forms not previously submitted by the airport operator.
 - 4. Batch plant details (if utilized), including 7460-1 submittal.
- j) **Inspection requirements.** Discuss daily (or more frequent) inspections and special inspection procedures.
- k) **Underground utilities.** Discuss proposed methods of identifying and protecting underground utilities.
- l) **Penalties.** Penalties should be identified in the CSPP and should not require an entry in the SPCD.
- m) **Special conditions.** Discuss proposed actions for each special condition identified in the CSPP.
- n) **Runway and taxiway visual aids.** Including marking, lighting, signs, and visual NAVAIDS. Discuss proposed visual aids including the following:
 - 1. Equipment and methods for temporary jumper circuits and/or covering signage and airfield lights.
 - 2. Equipment and methods for temporary closure markings (paint, fabric, other).
 - 3. Temporary orange construction signs (if used).
 - 4. Types of temporary Visual Guidance Slope Indicators (if used).
- o) **Marking and signs for access routes.** Discuss proposed methods of demarcating access routes for vehicle drivers.
- p) **Hazard marking and lighting.** Discuss proposed equipment and methods for identifying excavation areas.
- q) **Work Zone Lighting for nighttime construction (if proposed).** Discuss proposed equipment, locations, aiming, and shielding to prevent interference with aircraft operations and air traffic control (if applicable).
- r) **Protection of runway and taxiway safety areas.** including object free areas, obstacle free zones, and approach/departure surfaces. Discuss

proposed methods of identifying, demarcating, and protecting airport surfaces including:

1. Equipment and methods for maintaining Taxiway Safety Area standards.
 2. Equipment and methods to ensure the safe passage of aircraft where Taxiway Safety Area or Taxiway Object Free Area standards cannot be maintained.
 3. Equipment and methods for separation of construction operations from aircraft operations, including details of barricades.
- s) **Other limitations on construction** should be identified in the CSPP and should not require an entry in the SPCD.
2. **Have available at all times copies** of the CSPP and SPCD for reference by the airport operator and its representatives, and by subcontractors and contractor employees.
 3. **Ensure that construction personnel** are familiar with safety procedures and regulations on the airport. Provide a point of contact who will coordinate an immediate response to correct any construction-related activity that may adversely affect the operational safety of the airport. Contractor shall provide 24-hour coverage.
 4. **Identify in the SPCD the contractor's on-site employees** responsible for monitoring compliance with the CSPP and SPCD during construction. At least one of these employees must be on-site whenever active construction is taking place.
 5. **Conduct inspections** sufficiently frequently to ensure construction personnel comply with the CSPP and SPCD and that there are no altered construction activities that could create potential safety hazards.
 6. **Restrict movement of construction vehicles and personnel** to permitted construction areas by flagging, barricading, erecting temporary fencing, or providing escorts, as appropriate and as specified in the CSPP and SPCD.
 7. **Ensure that no contractor employees, employees of subcontractors or suppliers, or other persons enter any part of the air operations area (AOA) from the construction site unless authorized.**
 8. **Ensure that all necessary safety mitigations are understood by all parties** involved, and any special requirements of each construction phase will be fulfilled per the approved timeframe.
 9. **Participate in pre-construction meetings** to review construction limits, safety mitigations, NOTAMs, and understand all special airport operational needs during each phase of the project.
 10. The Contractor shall submit and receive approval of SPCD prior to issuance of Notice to Proceed.

CONSTRUCTION SEQUENCING

102-3.1 Construction Sequence. The Contractor shall prepare a construction schedule and submit to the

RPR at least one (1) week prior to the pre-construction conference.

102-3.2 Closing Runways. If a runway closure is expected, the Contractor shall acquaint his supervisors and employees with the sequence of construction and its relationship to airport activity and aircraft operations that are inherent to this airport. No runway, taxiway, apron or airport roadway shall be closed without the written approval of the Owner, to enable necessary NOTAMS and/or advisories to airport fixed based operators (FBOs), tenants and users.

The Contractor shall contact the RPR a minimum of ten (10) days prior to any requested closing.

Any construction activity within **257** feet of the centerline of an active runway or within **129.5** feet of the centerline of an active taxiway or apron requires closure of the impacted area. These safety areas are shown on the phasing plan.

The RPR will arrange for an inspection, prior to return to service, of any facility that has been closed for work, on or adjacent thereto, or that has been used for a crossing point or haul route by the Contractor.

MARKING AND LIGHTING

102-4.1 Proper marking and lighting of areas on the airfield associated with the construction shall be the responsibility of the Contractor. This will include properly marking and lighting closed runways, taxiways, taxilanes, and aprons, the limits of construction, material storage areas, equipment storage areas, haul routes, parking areas and other areas defined as required for the Contractor's exclusive use. The Contractor shall erect and maintain around the perimeter of these areas suitable marking and warning devices visible for day and night use. Temporary barricades, flagging, and flashing warning lights shall be required at critical access points. The type and location of marking and warning devices will be as shown on the plans or approved by the RPR.

Special emphasis shall be given to open trenches, excavations, heavy equipment marshalling areas, and stockpiled material located in the airport operations area, which shall be predominantly marked by the Contractor with flags and lighted by approved light units during hours of restricted visibility and darkness. All marking shall be in accordance with FAA Advisory Circular (AC) 150/5340-1, current edition.

TRAFFIC CONTROL

102-5.1 Vehicle Identification. The Contractor shall establish and maintain a list of Contractor and subcontractor vehicles authorized to operate on the site. Contractor employee vehicles shall be restricted to the Contractor's staging area and are not allowed in the Airport Operations Area (AOA) at any time. To be authorized to operate on the airport, each Contractor or subcontractor's vehicle shall:

a. be marked/flagged for high daytime visibility and lighted for nighttime operations. Vehicles that are not marked and/or lighted shall be escorted by a vehicle appropriately marked and/or lighted. Vehicles requiring escort shall be identified on the list.

b. be identified with the name and/or logo of the Contractor and be of sufficient size to be identified at a distance. Vehicles needing intermittent identification could be marked with tape or with commercially available magnetically attached markers. Vehicles that are not appropriately identified shall be escorted by a vehicle that conforms to this requirement. Vehicles requiring escort shall be identified on the list.

c. be operated in a manner that does not compromise the safety of either landside or airside airport

operations. If, in the opinion of the RPR, any vehicle is operated in a manner not fully consistent with this requirement, the RPR has the right to restrict operation of the vehicle or prohibit its use on the airport.

102-5.2 Access to the Site of Construction. The Contractor's access to the site shall be as shown in the plans. No other access points shall be allowed unless approved by the RPR. All Contractor traffic authorized to enter the site shall be experienced in the route or guided by Contractor personnel. The Contractor shall be responsible for traffic control to and from the various construction areas on the site, and for the operation and security of the access gate to the site. A Contractor's flagman or traffic control person shall monitor and coordinate all Contractor traffic at the access gate with Airport Security. The Contractor shall not permit any unauthorized construction personnel or traffic on the site. Access gates to the site shall be locked and secured at all times when not attended by the Contractor. If the Contractor chooses to leave any access gate open, it shall be attended by Contractor personnel who are familiar with the requirements of the Airport Security Program. The Contractor is responsible for the immediate cleanup of any debris deposited along the access route as a result of his construction traffic. Directional signing from the access gate along the delivery route to the storage area, plant site or work site shall be as directed by the RPR. In addition, the following requirements are applicable:

a. All Contractor traffic authorized to travel on the airport shall have been briefed as part of the Contractor's construction safety and security orientation program, be thoroughly familiar with the access procedures and route for travel or be escorted by personnel authorized by the Contractor Safety and Security Officer (CSSO).

b. The Contractor shall install work site identification signs at the authorized access point(s). If, in the opinion of the RPR, directional signs are needed for clarity, they shall be installed along the route authorized for access to each construction site.

c. Under no circumstance will Contractor personnel be permitted to drive their individually owned vehicles to any construction site on the airport. All vehicles must be parked in the area designated for employee parking and out of secured airport property.

d. In addition to the inspection and cleanup required at the end of each shift, the Contractor is responsible for the immediate cleanup of any debris generated along the construction site access route(s) as a result of construction related traffic or operations whether or not created by Contractor personnel.

102-5.3 Material Suppliers. All material suppliers, subcontractors and visitors to the work site are obligated to follow the same safety and security operating procedures as the Contractor. All material suppliers shall make their deliveries using the same access points and routes as the Contractor and shall be advised of the appropriate delivery procedures at the time the materials order is placed. The Contractor shall not use the Airport address for any delivery but shall use the street address appropriate to the location of the entrance to the work site. If it is not practical to conform to the vehicle identification requirements of Section 102-5.1 and the safety and security operations program requirements of Section 102-2.2, the Contractor shall be prepared to escort all suppliers, subcontractors and visitors while they are on the airport.

102-5.4 Personnel Identification. All employees, agents, vendors, invitees, etc. of the Contractor or subcontractors requiring access to the construction site shall, conform to the Security Program.

GENERAL SAFETY REQUIREMENTS

102-6.1 All Contractor vehicles that are authorized to operate on the airport outside of the designated construction area limits or haul routes as defined herein shall display in full view above the vehicle a flashing amber (yellow) dome-type light or a three-foot by three-foot, or larger, orange and white

checkerboard flag, each checkerboard color being one-foot square. Vehicles must be under control of a Contractor mobile (two-way) radio operator (flagmen) monitoring the Airport frequency. Vehicle operators must be vigilant for conflict with any aircraft and give way to any operating aircraft.

All Contractor vehicles that are required to operate outside of the construction area limits as defined herein and cross active runways, taxiways, aprons, or runway approach clear zones shall do so under the direct control of a flagman who is monitoring the Airport frequency. Flagmen and two-way radios shall be furnished by the Contractor. Flagmen shall be instructed in the use of two-way radios prior to use. All aircraft traffic on runways, taxiways and aprons shall have priority over Contractor's traffic.

Construction vehicles not in use for extended periods during the workday, or during nights and weekends (nonwork periods) shall be parked away from active runways, taxiways, and aprons in designated vehicle marshalling areas.

102-6.2 In order to protect all aircraft traffic, aviation related businesses, terminal apron areas, etc. from potential damage caused by foreign object debris (FOD) generated by construction activities, the Contractor shall provide a vacuum truck as required at the startup of construction to daily vacuum all pavements affected by construction. The vacuum truck shall remain on-site for the duration of the project and shall be available at the discretion of the Owner to vacuum pavement areas adjacent to the construction areas to ensure no FOD is present on pavements within 500 feet of any construction area. Protecting the aircraft, airport tenants, users, public, etc. against FOD is a critical safety issue therefore the cost of the vacuum truck will be included in the cost established for this specification item.

CONSTRUCTION CONTROL

102-7.1 A primary and alternate responsible Contractor's representative shall be designated by the Contractor. The Contractor's representatives shall be available locally on a 24-hour basis. Names of the primary and alternate, including phone number, shall be made available to the RPR by the Contractor. The Contractor shall insure that the names and phone numbers are kept current and made available to the RPR.

CONSTRUCTION TECHNIQUES

102-8.1 Construction shall be planned and conducted throughout this project in such a manner as to maintain safe airport operations. Every effort shall be made to reduce the impact of construction activity on overall airport operations. To this end, the Contractor's activities shall be conducted in such a manner so as to preclude, except where absolutely required, open excavations, trenches, ditches and above ground obstacles such as booms on cranes. The primary responsibility for assuring that safe construction techniques are followed rests with the Contractor Safety and Security Officer (CSSO).

METHOD OF MEASUREMENT

102-9.1 Safety and security shall be measured by lump sum.

BASIS OF PAYMENT

102-10.1 Payment for safety and security measures for personnel, labor, equipment, materials and incidentals related to this specification item and required to satisfy the specified objectives will be paid at the contract lump sum price. In the event the contract completion date is extended, no additional payment will be made for Safety and Security.

No payment will be made under safety and security for each calendar day during which there are substantial

deficiencies in compliance with the Specification requirements of any subsection of this Section as determined by the RPR.

The amount of such calendar day non-payment will be determined by dividing the lump sum amount bid for safety and security by the number of calendar days between the date the Contractor commences work and the date of completion as designated in this proposal, without regard to any extension of time. If the Contractor fails to maintain and protect traffic adequately and safely for a period of 24 hours, the Owner shall correct the adverse conditions by any means it deems appropriate and shall deduct the cost of the corrective work from any monies due the Contractor. The cost of this work shall be in addition to any liquidated damages and non-payment for safety and security listed above.

However, where major non-conformance with the requirements of this Specification is noted by the RPR and prompt Contractor compliance is deemed not to be obtainable, all contract work may be stopped by direct order of the RPR regardless of whether corrections are made by the Owner as stated above.

Partial payments will be made in accordance with the following schedule:

<u>Percentage of Original Contract Amount Earned</u>	<u>Percent of the Lump Sum Price for the Item</u>
5	15
15	20
25	25
50	50
75	75
100 (or Contract Completion)	100

Payment shall be made under:

Item G-102-11.1	Safety and Security – per lump sum
Item G-102-11.2	Safety Plan Compliance Document (SPCD) – per lump sum

TESTING REQUIREMENTS

102-11.1 None.

END OF ITEM G-102

Item L-105 Modification, Removal, and Demolition of Airfield Lighting Systems

GENERAL

105-1.1 Definitions.

- a. Modification shall mean any change or rearrangement in the component parts, including structural, mechanical, electrical systems, or internal or external arrangements of existing equipment or structures.
- b. Removal shall mean the dismantling of existing materials, components, equipment, and utilities. Removal of existing equipment, etc., shall be performed carefully to prevent damage to existing equipment. Removed items not to be reinstalled shall be delivered and turned over to airport maintenance, unless otherwise directed by the Engineer, in which case these items shall be disposed of off airport property at the Contractor's expense.
- c. Demolition shall mean the dismantling and disposal of existing materials, components, equipment, and utilities which cannot or will not be reused or which will have no salvage value, or which cannot be reused due to unrepairable damage caused by age, non-demolition related reasons, etc. All demolished items not designated to be turned over to the Owner shall be disposed of in a safe manner and at a location acceptable to the Owner.

105-1.2 General. All items to be turned over to the Owner shall be properly enclosed or boxed to protect the items from damage and transported by the Contractor to a location on the Owner's property, designated by the Engineer and/or the Owner.

The installation and/or removal of lighting equipment may be critical to airport operations; therefore, the Contractor shall follow the work schedule established in the plans and specifications or as directed by the Engineer. The system shall be installed in accordance with the National Electrical Code and/or local code requirements.

The Contractor shall provide temporary wiring as required to reconnect existing circuits to provide guidance for aircraft to pass through the construction areas on those taxiways/runways which must remain open. The Contractor shall check all temporary circuits before dark each day to assure that they are operational. In the event of failure, the Contractor shall immediately take steps to restore operation.

105-1.3 Condition of Existing Facilities. The Contractor shall verify the areas, conditions, and features necessary to tie into existing construction. This verification shall be done prior to submittal of shop drawings, fabrication or erection, construction or installation. The Contractor shall be responsible for the accurate tie-in of the new work to existing facilities.

Special attention is called to the fact that there may be conduit, cable, fixtures or other items in the existing systems which must be removed or relocated in order to perform the modification work. All conduit, wiring, boxes, etc., that do not comply with the contract documents shall be removed or

corrected to comply with the contract documents. All unused conduit not removed shall be identified and a pull line shall be installed. The work shall include all removal and relocation

required for completion of the modifications and the new construction.

105-1.4 Safety Requirements. The Contractor shall conduct alterations and removal operations in a manner that will ensure the safety of persons in accordance with the requirements of CFR 29 PART 1926 and 1910.

As a minimum, work place safety shall comply with NFPA 70E, OSHA, federal, state and local requirements. Where a conflict occurs, the most stringent requirement shall govern.

The Contractor shall comply with the Construction Safety and Phasing Plan (CSPP).

105-1.5 Classification of Removed/Demolished Items. Existing materials and equipment indicated to be removed will be classified as "salvageable" and shall remain the property of the Owner or will be classified as "debris" and shall be disposed of legally off the airport.

Reusable salvaged items - Salvaged materials and equipment shall be reused in the work as described on the contract drawings, unless noted otherwise.

Retained salvaged items - Salvaged materials and equipment to be retained by the Owner but not reused in the work shall be turned over to the Owner at a site at the facility to be determined by the Owner.

Retained salvaged items shall be stored on Owner property where indicated by the Owner.

Items classified as debris shall be legally disposed of off the airport property. The cost of such disposal shall be included in the cost of other items of work.

105-1.6 Temporary Protection. The Contractor shall provide and maintain the following requirements:

- a. Protection of persons and property shall be provided throughout the progress of the work in accordance with the contract documents.
- b. Provide temporary enclosures and partitions prior to starting modification and removal/demolition work. Such items shall protect existing materials, equipment, and other remaining building or system components from damage by weather and construction operations. Temporary enclosures shall isolate space utilized by equipment during construction, from dirt, dust, noise, and unauthorized entry.
- c. Provide temporary exits, entrances, and protected passages where work prevents the use of existing facilities.
- d. Provide weathertight temporary enclosures over and around openings to be made to existing exteriors of facilities prior to the start of work. The Contractor shall maintain such temporary enclosures until new construction will protect the interior of existing facilities from the elements.
- e. Provide temporary exterior wall construction which will be designed and fabricated to resist an applied horizontal wind pressure of not less than 130 mph.
- f. Provide temporary exterior roof construction which will be capable of supporting an applied vertical live load of not less than 200 psf, uniformly distributed over the entire roof area.

- g. Design and fabricate temporary enclosures to maintain temperatures inside the existing facilities within a range of plus-or-minus 5 degrees F of normal operating conditions.
- h. Provide temporary jet blast structures which will withstand the jet blast with a safety factor of 2.

EXECUTION

105-2.1 Disconnecting Utilities. Prior to the start of work, the necessary utilities serving each area of modification, removal, or demolition will be shut off by the Owner and shall be disconnected and sealed by the Contractor, as required. Lockout/Tag/Try procedures shall be utilized in accordance with airport approved procedures.

Prior to the disconnection, interruption or removal of any circuit supplying power to an FAA owned and maintained facility, the Contractor must notify the local FAA or authorized representative 48 hours in advance and be granted permission.

105-2.2 Temporary Utility Services. The Contractor shall install temporary utility services in satisfactory operating condition before disconnecting existing utilities. Such temporary services shall be maintained during the period of construction and removed only after new permanent services have been tested and are in operation.

105-2.3 Temporary Airport Lighting Systems. The Contractor shall maintain the airport lighting systems during the various phases of the work as shown on the phasing plan(s) or as directed by the Engineer. The Contractor shall be responsible for all temporary connections in the field or at the regulator necessary for operation of the circuits during construction. All existing electrical equipment and lighting systems shall be kept in operation, unless prior approval of the Engineer has been received and as otherwise specified below and on the Drawings. The Contractor may use salvaged materials for temporary construction where required. The permission for temporary work and using salvaged materials shall be obtained from the Engineer. Lighting for active runway and taxiway surfaces shall be maintained at all times. Temporary electrical fixtures and conductors are allowable when necessary, but shall be installed as follows:

- a. Temporary lights shall be bolted to the pavement in a manner rendering the light stationery and allowing space for conductors to enter or exit and to be spliced.
- b. When the above is not practical, lights shall be fastened to a weighted object adaptable for the purpose and of sufficient weight to inhibit movement by jet engine blast.
- c. Temporary conductors supplying temporary lights shall be installed in a rigid galvanized steel conduit system and secured every five feet to prevent movement by jet engine blast. Conduit shall comply with Item L-110.
- d. All joints or splices in temporary conductors shall have heat shrink tubing with integral sealant applied to secure mechanical and electrical connection and prevent water entry.
- e. All plug-in connections shall have heat shrink tubing with integral sealant applied to prevent accidental disconnection and shall be color code taped to expedite quick, efficient disconnection and restoration.

- f. Temporary airfield lighting and signage shall conform as closely as possible to permanent locations normally on the taxiway or runway and that shall guide aircraft in a safe path away from all possible accident prone areas.

Closed taxiways and runways shall be so marked in a manner acceptable to FAA and the Owner and said marking shall be kept in acceptable condition. This item shall include, at the Engineer's discretion the temporary removal or covering of airfield signage.

CAUTION: The series lighting circuit must always be complete before a regulator is energized. Normal circuit voltage is less than 5,000 volts, open circuit voltage can be more than 10,000 volts. All personnel shall be instructed to protect the integrity of the lighting circuit. Turn off, lock out and tag the constant current regulator at the vault before opening the circuit. Continuity of the circuit shall be checked before the regulator is reconnected and reenergized.

The installation and/or removal of lighting equipment may be critical to airport operations; therefore, the Contractor shall follow work schedules established in the plans and specifications or as directed by the Engineer. The temporary system shall be installed in accordance with the contract documents, FAA Advisory Circulars and if applicable the National Electrical Code and/or local code requirements.

The Contractor shall provide temporary wiring as required to reconnect existing airfield lighting and signage to provide guidance for aircraft to pass through the construction areas on those taxiways/runways, which must remain open. Cable shall comply with Item L-108.

It shall be the Contractor's responsibility to determine that all airfield lighting circuits, except those that are serving closed taxiways or runways, are completely operational, using tower controls (if applicable), at the end of each work shift and shall so certify to the Engineer before leaving the work site. Day shift report of system operation shall be at 4 p.m. Second shift report shall be 1 hour before dark. Any other shift shall report 1 hour prior to the need for airfield lighting or as determined by the Engineer. Should bad weather cause poor visibility, the Engineer may require additional status reports of system operability and may call for the operation of the lighting system at any time. In the event of lighting system failure, the Contractor shall immediately take the necessary steps to restore proper operation.

Whenever the scope of work requires connection to an existing circuit, the circuit's insulation resistance shall be tested, in the presence of the Engineer. This test shall be performed in accordance with paragraph L-108-2.1f and L-108-2.11 prior to any activity affecting the respective circuit. The Contractor shall record the results. When the circuit is returned to its final condition, the circuit's insulation resistance shall be checked again in the presence of the Engineer. The Contractor shall record the results. The second reading shall be equal to or greater than the first reading or the Contractor shall make the necessary repairs, to the circuit, to bring the second reading above the first reading. All repair costs including a complete replacement of the L-823 connectors, L-830 transformers and L-824 cable, etc. if necessary, shall be borne by the Contractor. All test results shall be submitted in the Operation and Maintenance (O&M) Manual.

105-2.4 Removal Work. The Contractor shall not disturb the existing construction beyond that indicated or necessary for installation of new work. Temporary shoring and bracing for support of building components to prevent settlement or other movement shall be as indicated and as required to protect the work.

The Contractor shall provide protective measures to control accumulation and migration of dust

and dirt in all areas of work, particularly those adjacent to occupied areas. The Contractor shall remove dust, dirt, and debris from the areas of work daily.

105-2.5 Backfilling for Removal of Light Bases and Equipment Foundations. After a light base or equipment foundation has been removed, the area around it shall be backfilled in horizontal layers not to exceed 6 inches in thickness measured after compaction to the density requirements in Item P-152. Each layer shall be deposited all around the structure to approximately the same elevation. The top of the fill shall meet the elevation shown on the plans or as directed by the Engineer.

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

Where light bases or equipment foundations have been removed from existing pavement to remain, the void shall be filled with P-610 concrete.

105-2.6 Salvageable Materials and Equipment. The Contractor shall remove all salvageable materials and equipment in a manner that will cause the least possible damage thereto. Removed items which are to be retained by the Owner shall be carefully handled, stored, and protected.

The Contractor shall provide identification tags on all items boxed or placed in containers, indicating the type, size, and quantity of materials.

DEMOLITION

105-3.1 Demolition Operations. Demolition operations shall be conducted to ensure the safe passage of persons to and from facilities occupied and used by the Owner and to prevent damage by falling debris or other cause to adjacent buildings, structures, and other facilities.

The sequence of operations shall be such that maximum protection from inclement weather will be provided for materials and equipment located in partially dismantled structures.

105-3.2 Maintaining Traffic. Demolition operations and removal of debris to disposal areas shall be conducted to ensure minimum interference with runways, taxiways, aprons, roads, streets, walks, and other facilities occupied and used by the Owner.

Streets, walks, runways, taxiways and other facilities occupied and used by the Owner shall not be closed or obstructed without written permission from the Owner.

105-3.3 Reference Standards Requirements. Demolition operations shall be conducted to ensure the safety of persons in accordance with ANSI A 10.6 Safety Requirements for Demolition.

Demolition shall be conducted in accordance with OSHA, state and local requirements.

DISPOSAL OF DEMOLISHED MATERIALS

105-4.1 General. The Contractor shall dispose of debris, rubbish, scrap, and other non-

salvageable materials resulting from demolition operations. Demolished materials shall not be stored or disposed of on airport property.

105-4.2 Disposal of Debris. Materials classified as debris shall be transported from Owner property and legally disposed of at no additional cost to the Owner. Permits and fees for disposal shall be paid by the Contractor.

MODIFICATION WORK

105-5.1 General. Cutting, patching, repairing, and other modifications work shall be done by tradesman skilled in the particular trade or work required.

Where required to patch or extend existing construction, or both, such modifications shall match existing exposed surface materials in finish, color, texture, and pattern.

Salvaged items for reuse shall be as approved by the Engineer and Owner.

METHOD OF MEASUREMENT

105-6.1 Measurement for removal, demolition or relocation of airfield lights, cable, conduits, duct banks, guidance signs and handholes/manholes will be per each for the quantity removed, demolished or relocated. Measurement for this item will also include the removal of the light base and foundation.

BASIS OF PAYMENT

105-7.1 Payment will be made at the contract unit price for each item removed or relocated. This price shall be full compensation for the disconnection from the electrical system, removing and disposing of all materials, site restoration, and for all labor, equipment, tools, and incidentals necessary to complete this item in accordance with the provisions and intent of the plans and specifications. This payment shall also include the transportation of salvaged materials to the Owner's designated location.

Payment will be made under:

- | | |
|----------------|---|
| Item L-105-7.1 | Remove Existing Taxiway Edge Light and Transformer and Salvage, Base Can to Remain - per each |
| Item L-105-7.2 | Remove Existing Cable in Conduit or Duct Bank, Conduit to Remain - per lump sum |

END OF ITEM L-105

Item L-108 Underground Power Cable for Airports

DESCRIPTION

108-1.1 This item shall consist of furnishing and installing grounding/counterpoise cables that are direct buried and furnishing and/or installing power cables within conduit or duct banks per these specifications at the locations shown on the plans. It includes excavation and backfill of trench for direct-buried cables only. Also included are the installation of counterpoise wires, ground wires, ground rods and connections, cable splicing, cable marking, cable testing, and all incidentals necessary to place the cable in operating condition as a completed unit to the satisfaction of the RPR. This item shall not include the installation of duct banks or conduit, trenching and backfilling for duct banks or conduit, or furnishing or installation of cable for FAA owned/operated facilities.

EQUIPMENT AND MATERIALS

108-2.1 General.

a. Airport lighting equipment and materials covered by advisory circulars (AC) shall be approved under the Airport Lighting Equipment Certification Program per AC 150/5345-53, current version.

b. All other equipment and materials covered by other referenced specifications shall be subject to acceptance through manufacturer's certification of compliance with the applicable specification, when requested by the RPR.

c. Manufacturer's certifications shall not relieve the Contractor of the responsibility to provide materials per these specifications. Materials supplied and/or installed that do not comply with these specifications shall be removed (when directed by the RPR) and replaced with materials that comply with these specifications at the Contractor's cost.

d. All materials and equipment used to construct this item shall be submitted to the RPR for approval prior to ordering the equipment. Submittals consisting of marked catalog sheets or shop drawings shall be provided. Submittal data shall be presented in a clear, precise, and thorough manner. Original catalog sheets are preferred. Photocopies are acceptable provided they are as good a quality as the original. Clearly and boldly mark each copy to identify products or models applicable to this project. Indicate all optional equipment and delete any non-pertinent data. Submittals for components of electrical equipment and systems shall identify the equipment to which they apply on each submittal sheet. Markings shall be made bold and clear with arrows or circles (highlighting is not acceptable). The Contractor is solely responsible for delays in the project that may accrue directly or indirectly from late submissions or resubmissions of submittals.

e. The data submitted shall be sufficient, in the opinion of the RPR, to determine compliance with the plans and specifications. The Contractor's submittals shall be electronically submitted in pdf format. The RPR reserves the right to reject any and all equipment, materials, or procedures that do not meet the system design and the standards and codes, specified in this document.

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

resistance in accordance with paragraph 108-3.10e with isolation transformers connected in new circuits and new segments of existing circuits through the end of the contract warranty period when tested in accordance with AC 150/5340-26, *Maintenance Airport Visual Aid Facilities*, paragraph 5.1.3.1, Insulation Resistance Test.

108-2.2 Cable. Underground cable for airfield lighting facilities (runway and taxiway lights and signs) shall conform to the requirements of AC 150/5345-7, Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits latest edition. Conductors for use on 6.6 ampere primary airfield lighting series circuits shall be single conductor, seven strand, #8 American wire gauge (AWG), L-824 Type C, 5,000 volts, non-shielded, with cross-linked polyethylene insulation. Conductors for use on 20 ampere primary airfield lighting series circuits shall be single conductor, seven strand, #6 AWG, L-824 Type C, 5,000 volts, non-shielded, with cross-linked polyethylene insulation. L-824 conductors for use on the L-830 secondary of airfield lighting series circuits shall be sized in accordance with the manufacturer's recommendations. All other conductors shall comply with FAA and National Electric Code (NEC) requirements. Conductor sizes noted above shall not apply to leads furnished by manufacturers on airfield lighting transformers and fixtures.

Wire for electrical circuits up to 600 volts shall comply with Specification L-824 and/or Commercial Item Description A-A-59544A and shall be type THWN-2, 75°C for installation in conduit and RHW-2, 75°C for direct burial installations. Conductors for parallel (voltage) circuits shall be type and size and installed in accordance with NFPA-70, National Electrical Code.

Unless noted otherwise, all 600-volt and less non-airfield lighting conductor sizes are based on a 75°C, THWN-2, 600-volt insulation, copper conductors, not more than three single insulated conductors, in raceway, in free air. The conduit/duct sizes are based on the use of THWN-2, 600-volt insulated conductors. The Contractor shall make the necessary increase in conduit/duct sizes for other types of wire insulation. In no case shall the conduit/duct size be reduced. The minimum power circuit wire size shall be #12 AWG.

Conductor sizes may have been adjusted due to voltage drop or other engineering considerations. Equipment provided by the Contractor shall be capable of accepting the quantity and sizes of conductors shown in the Contract Documents. All conductors, pigtails, cable step-down adapters, cable step-up adapters, terminal blocks and splicing materials necessary to complete the cable termination/splice shall be considered incidental to the respective pay items provided.

Cable type, size, number of conductors, strand and service voltage shall be as specified in the Contract Document.

108-2.3 Bare copper wire (counterpoise, bare copper wire ground and ground rods). Wire for counterpoise or ground installations for airfield lighting systems shall be No. 6 AWG bare solid copper wire for counterpoise and/or No. 6 AWG insulated stranded for grounding bond wire per ASTM B3 and ASTM B8, and shall be bare copper wire. For voltage powered circuits, the equipment grounding conductor shall comply with NEC Article 250.

Ground rods shall be copper-clad steel. The ground rods shall be of the length and diameter specified on the plans, but in no case be less than 10 feet long and ¾ inch in diameter.

108-2.4 Cable connections. In-line connections or splices of underground primary cables shall be of the type called for on the plans, and shall be one of the types listed below. No separate payment will be made for cable connections.

a. The cast splice. A cast splice, employing a plastic mold and using epoxy resin equivalent to that manufactured by 3M™ Company, "Scotchcast" Kit No. 82-B, or an approved equivalent, used for potting the splice is acceptable.

b. The field-attached plug-in splice. Field attached plug-in splices shall be installed as shown on the plans. The Contractor shall determine the outside diameter of the cable to be spliced and furnish appropriately sized connector kits and/or adapters. Tape shall be in accordance with the manufacturer's requirements. Primary Connector Kits manufactured by Amerace, "Super Kit", Integro "Complete Kit", or approved equal are acceptable.

c. The factory-molded plug-in splice. Specification for L-823 Connectors, Factory-Molded to Individual Conductors, is acceptable.

d. The taped or heat-shrink splice. Taped splices employing field-applied rubber, or synthetic rubber tape covered with plastic tape is acceptable. The rubber tape should meet the requirements of ASTM D4388 and the plastic tape should comply with Military Specification MIL-I-24391 or Commercial Item Description A-A-55809.

In all the above cases, connections of cable conductors shall be made using crimp connectors using a crimping tool designed to make a complete crimp before the tool can be removed. All L-823/L-824 splices and terminations shall be made per the manufacturer's recommendations and listings.

All connections of counterpoise, grounding conductors and ground rods shall be made by the exothermic process or approved equivalent, except that a light base ground clamp connector shall be used for attachment to the light base. All exothermic connections shall be made per the manufacturer's recommendations and listings.

108-2.5 Splicer qualifications. Every airfield lighting cable splicer shall be qualified in making airport cable splices and terminations on cables rated at or above 5,000 volts AC. The Contractor shall submit to the RPR proof of the qualifications of each proposed cable splicer for the airport cable type and voltage level to be worked on. Cable splicing/terminating personnel shall have a minimum of three (3) years of continuous experience in terminating/splicing medium voltage cable.

108-2.6 Concrete. Concrete shall be proportioned, placed, and cured per Item P-610, Concrete for Miscellaneous Structures.

108-2.7 Flowable backfill. Flowable material used to backfill trenches for power cable trenches shall conform to the requirements of Item P-153, Controlled Low Strength Material.

108-2.8 Cable identification tags. Cable identification tags shall be made from a non-corrosive material with the circuit identification stamped or etched onto the tag. The tags shall be of the type as detailed on the plans.

108-2.9 Tape. Electrical tapes shall be Scotch™ Electrical Tapes –Scotch™ 88 (2 inch wide) and Scotch™ 130C® linerless rubber splicing tape (2-inch wide), as manufactured by the Minnesota Mining and Manufacturing Company (3M™), or an approved equivalent.

108-2.10 Electrical coating. Electrical coating shall be Scotchkote™ as manufactured by 3M™, or an approved equivalent.

108-2.11 Existing circuits. Whenever the scope of work requires connection to an existing circuit, the existing circuit's insulation resistance shall be tested, in the presence of the RPR. The test shall be performed per this item and prior to any activity that will affect the respective circuit. The Contractor shall record the results on forms acceptable to the RPR. Weather conditions shall also be noted. When the work affecting the circuit is complete, the circuit's insulation resistance shall be checked again, in the presence of the RPR. The Contractor shall record the results on forms acceptable to the RPR. The second reading shall be equal to or greater than the first reading, or the Contractor shall make the necessary repairs to the existing circuit to bring the second reading above the first reading. All repair costs including a complete replacement of the L-823 connectors, L-830 transformers and L-824 cable, if necessary, shall be borne by the Contractor. All test results shall be submitted in the Operation and Maintenance (O&M) Manual.

108-2.12 Detectable warning tape. Plastic, detectable, American Public Works Association (APWA) Red (electrical power lines, cables, conduit and lighting cable) with continuous legend tape shall be polyethylene film with a metalized foil core and shall be 3-6 inches wide. Detectable tape is incidental to the respective bid item. Detectable warning tape for communication cables shall be orange. Detectable warning tape color code shall comply with the APWA Uniform Color Code.

CONSTRUCTION METHODS

108-3.1 General. The Contractor shall install the specified cable at the approximate locations indicated on the plans. Unless otherwise shown on the plans, all cable required to cross under pavements expected to carry aircraft loads shall be installed in concrete encased duct banks. Cable shall be run without splices, from fixture to fixture.

Cable connections between lights will be permitted only at the light locations for connecting the underground cable to the primary leads of the individual isolation transformers. The Contractor shall be responsible for providing cable in continuous lengths for home runs or other long cable runs without connections unless otherwise authorized in writing by the RPR or shown on the plans.

In addition to connectors being installed at individual isolation transformers, L-823 cable connectors for maintenance and test points shall be installed at locations shown on the plans or as directed by the RPR. Cable circuit identification markers shall be installed on both sides of the L-823 connectors installed and on both sides of slack loops where a future connector would be installed.

Provide not less than 3 feet of cable slack on each side of all connections, isolation transformers, light units, and at points where cable is connected to field equipment. Where provisions must be made for testing or for future above grade connections, provide enough slack to allow the cable to be extended at least one foot vertically above the top of the access structure. This requirement also applies where primary cable passes through empty light bases, junction boxes, and access structures to allow for future connections, or as designated by the RPR.

Primary airfield lighting cables installed shall have cable circuit identification markers attached on both sides of each L-823 connector and on each airport lighting cable entering or leaving cable access points, such as manholes, hand holes, pull boxes, junction boxes, etc. Markers shall be of sufficient length for imprinting the cable circuit identification legend on one line, using letters not less than 1/4 inch in size. The cable circuit identification shall match the circuits noted on the construction plans.

108-3.2 Installation in duct banks or conduits. This item includes the installation of the cable in duct banks or conduit per the following paragraphs. The maximum number and voltage ratings of cables installed in each single duct or conduit, and the current-carrying capacity of each cable shall be per the latest version of the National Electric Code, or the code of the local agency or authority having jurisdiction.

The Contractor shall make no connections or splices of any kind in cables installed in conduits or duct banks.

Unless otherwise designated in the plans, where ducts are in tiers, use the lowest ducts to receive the cable first, with spare ducts left in the upper levels. Check duct routes prior to construction to obtain assurance that the shortest routes are selected and that any potential interference is avoided.

Duct banks or conduits shall be installed as a separate item per Item L-110, Airport Underground Electrical Duct Banks and Conduit. The Contractor shall run a mandrel through duct banks or conduit prior to installation of cable to ensure that the duct bank or conduit is open, continuous and clear of debris. The mandrel size shall be compatible with the conduit size. The Contractor shall swab out all conduits/ducts and clean light bases, manholes, etc., interiors immediately prior to pulling cable. Once cleaned and swabbed, the light bases and all accessible points of entry to the duct/conduit system shall be

kept closed except when installing cables. Cleaning of ducts, light bases, manholes, etc., is incidental to the pay item of the item being cleaned. All raceway systems left open, after initial cleaning, for any reason shall be re-cleaned at the Contractor's expense. The Contractor shall verify existing ducts proposed for use in this project as clear and open. The Contractor shall notify the RPR of any blockage in the existing ducts.

The cable shall be installed in a manner that prevents harmful stretching of the conductor, damage to the insulation, or damage to the outer protective covering. The ends of all cables shall be sealed with moisture-seal tape providing moisture-tight mechanical protection with minimum bulk, or alternately, heat shrinkable tubing before pulling into the conduit and it shall be left sealed until connections are made. Where more than one cable is to be installed in a conduit, all cable shall be pulled in the conduit at the same time. The pulling of a cable through duct banks or conduits may be accomplished by hand winch or power winch with the use of cable grips or pulling eyes. Maximum pulling tensions shall not exceed the cable manufacturer's recommendations. A non-hardening cable-pulling lubricant recommended for the type of cable being installed shall be used where required.

The Contractor shall submit the recommended pulling tension values to the RPR prior to any cable installation. If required by the RPR, pulling tension values for cable pulls shall be monitored by a dynamometer in the presence of the RPR. Cable pull tensions shall be recorded by the Contractor and reviewed by the RPR. Cables exceeding the maximum allowable pulling tension values shall be removed and replaced by the Contractor at the Contractor's expense.

The manufacturer's minimum bend radius or NEC requirements (whichever is more restrictive) shall apply. Cable installation, handling and storage shall be per manufacturer's recommendations. During cold weather, particular attention shall be paid to the manufacturer's minimum installation temperature. Cable shall not be installed when the temperature is at or below the manufacturer's minimum installation temperature. At the Contractor's option, the Contractor may submit a plan, for review by the RPR, for heated storage of the cable and maintenance of an acceptable cable temperature during installation when temperatures are below the manufacturer's minimum cable installation temperature.

Cable shall not be dragged across base can or manhole edges, pavement or earth. When cable must be coiled, lay cable out on a canvas tarp or use other appropriate means to prevent abrasion to the cable jacket.

108-3.3 Installation of direct-buried cable in trenches. Unless otherwise specified, the Contractor shall not use a cable plow for installing the cable. Cable shall be unreeled uniformly in place alongside or in the trench and shall be carefully placed along the bottom of the trench. The cable shall not be unreeled and pulled into the trench from one end. Slack cable sufficient to provide strain relief shall be placed in the trench in a series of S curves. Sharp bends or kinks in the cable shall not be permitted.

Where cables must cross over each other, a minimum of 3 inches vertical displacement shall be provided with the topmost cable depth at or below the minimum required depth below finished grade.

a. Trenching. Where turf is well established and the sod can be removed, it shall be carefully stripped and properly stored. Trenches for cables may be excavated manually or with mechanical trenching equipment. Walls of trenches shall be essentially vertical so that a minimum of surface is disturbed. Graders shall not be used to excavate the trench with their blades. The bottom surface of trenches shall be essentially smooth and free from coarse aggregate. Unless otherwise specified, cable trenches shall be excavated to a minimum depth of 24 inches below finished grade per NEC Table 300.5, except as follows:

- When off the airport or crossing under a roadway or driveway, the minimum depth shall be 36 inches unless otherwise specified.
- Minimum cable depth when crossing under a railroad track, shall be 42 inches unless otherwise specified.

The Contractor shall excavate all cable trenches to a width not less than 6 inches. Unless otherwise specified on the plans, all cables in the same location and running in the same general direction shall be installed in the same trench.

When rock is encountered, the rock shall be removed to a depth of at least 3 inches below the required cable depth and it shall be replaced with bedding material of earth or sand containing no mineral aggregate particles that would be retained on a 1/4-inch sieve. Flowable backfill material may alternatively be used.

Duct bank or conduit markers temporarily removed for trench excavations shall be replaced as required.

It is the Contractor's responsibility to locate existing utilities within the work area prior to excavation. Where existing active cables cross proposed installations, the Contractor shall ensure that these cables are adequately protected. Where crossings are unavoidable, no splices will be allowed in the existing cables, except as specified on the plans. Installation of new cable where such crossings must occur shall proceed as follows:

(1) Existing cables shall be located manually. Unearthed cables shall be inspected to assure absolutely no damage has occurred.

(2) Trenching, etc., in cable areas shall then proceed, with approval of the RPR, with care taken to minimize possible damage or disruption of existing cable, including careful backfilling in area of cable.

In the event that any previously identified cable is damaged during the course of construction, the Contractor shall be responsible for the complete repair or replacement.

b. Backfilling. After the cable has been installed, the trench shall be backfilled. The first layer of backfill in the trench shall encompass all cables ; be 3 inches deep, loose measurement; and shall be either earth or sand containing no mineral aggregate particles that would be retained on a 1/4-inch sieve. This layer shall not be compacted. The second layer shall be 5 inches deep, loose measurement, and shall contain no particles that would be retained on a one inch sieve. The remaining third and subsequent layers of backfill shall not exceed 8 inches of loose measurement and be excavated or imported material and shall not contain stone or aggregate larger than 4 inches maximum diameter.

The second and subsequent layers shall be thoroughly tamped and compacted to at least the density of the adjacent material. If the cable is to be installed in locations or areas where other compaction requirements are specified (under pavements, embankments, etc.) the backfill compaction shall be to a minimum of 100 percent of ASTM D1557.

Trenches shall not contain pools of water during backfilling operations. The trench shall be completely backfilled and tamped level with the adjacent surface, except that when turf is to be established over the trench, the backfilling shall be stopped at an appropriate depth consistent with the type of turfing operation to be accommodated. A proper allowance for settlement shall also be provided. Any excess excavated material shall be removed and disposed of per the plans and specifications.

Underground electrical warning (caution) tape shall be installed in the trench above all direct-buried cable. Contractor shall submit a sample of the proposed warning tape for acceptance by the RPR. If not shown on the plans, the warning tape shall be located 6 inches above the direct-buried cable or the counterpoise wire if present. A 3-6 inch wide polyethylene film detectable tape, with a metalized foil core, shall be installed above all direct buried cable or counterpoise. The tape shall be of the color and have a continuous legend as indicated on the plans. The tape shall be installed 8 inches minimum below finished grade.

c. Restoration. Following restoration of all trenching near airport movement surfaces, the Contractor shall visually inspect the area for foreign object debris (FOD) and remove any that is found. Where soil and sod has been removed, it shall be replaced as soon as possible after the backfilling is completed. All

areas disturbed by work shall be restored to its original condition. The restoration shall include the sodding, topsoiling, fertilizing, and mulching as shown on the plans . The Contractor shall be held responsible for maintaining all disturbed surfaces and replacements until final acceptance. When trenching is through paved areas, restoration shall be equal to existing conditions. If the cable is to be installed in locations or areas where other compaction requirements are specified (under pavements, embankments, etc.) the backfill compaction shall be to a minimum of 100 percent of ASTM D1557. Restoration shall be considered incidental to the pay item of which it is a component part.

108-3.4 Cable markers for direct-buried cable. The location of direct buried circuits shall be marked by a concrete slab marker, 2 feet square and 4-6 inch thick, or as detailed on the plans, extending approximately one inch above the surface. Each cable run from a line of lights and signs to the equipment vault shall be marked at approximately every 200 feet along the cable run, with an additional marker at each change of direction of cable run. All other direct-buried cable shall be marked in the same manner. Cable markers shall be installed directly above the cable. The Contractor shall impress the word “CABLE” and directional arrows on each cable marking slab. The letters shall be approximately 4 inches high and 3 inches wide, with width of stroke 1/2 inch and 1/4 inch deep. Stencils shall be used for cable marker lettering; no hand lettering shall be permitted.

At the location of each underground cable connection/splice, except at lighting units, or isolation transformers, a concrete marker slab shall be installed to mark the location of the connection/splice. The Contractor shall impress the word “SPLICE” on each slab. The Contractor also shall impress additional circuit identification symbols on each slab as directed by the RPR. All cable markers and splice markers shall be painted international orange. Paint shall be specifically manufactured for uncured exterior concrete. After placement, all cable or splice markers shall be given one coat of high-visibility aviation orange paint as approved by the RPR. Furnishing and installation of cable markers is incidental to the respective cable pay item.

108-3.5 Splicing. Connections of the type shown on the plans shall be made by experienced personnel regularly engaged in this type of work and shall be made as follows:

a. Cast splices. These shall be made by using crimp connectors for jointing conductors. Molds shall be assembled, and the compound shall be mixed and poured per the manufacturer’s instructions and to the satisfaction of the RPR.

b. Field-attached plug-in splices. These shall be assembled per the manufacturer’s instructions. These splices shall be made by plugging directly into mating connectors. The joint where the connectors come together shall be finished by one of the following methods: (1) wrapped with at least one layer of rubber or synthetic rubber tape and one layer of plastic tape, one-half lapped, extending at least 1-1/2 inches on each side of the joint (2) Covered with heat shrinkable tubing with integral sealant extending at least 1-1/2 inches on each side of the joint or (3) On connector kits equipped with water seal flap; roll-over water seal flap to sealing position on mating connector.

c. Factory-molded plug-in splices. These shall be made by plugging directly into mating connectors. The joint where the connectors come together shall be finished by one of the following methods: (1) Wrapped with at least one layer of rubber or synthetic rubber tape and one layer of plastic tape, one-half lapped, extending at least 1-1/2 inches on each side of the joint. (2) Covered with heat shrinkable tubing with integral sealant extending at least 1-1/2 inches on each side of the joint. or (3) On connector kits so equipped with water seal flap; roll-over water seal flap to sealing position on mating connector.

d. Taped or heat-shrink splices. A taped splice shall be used for temporary installations only and shall be made in the following manner:

Bring the cables to their final position and cut so that the conductors will butt. Remove insulation and jacket allowing for bare conductor of proper length to fit compression sleeve connector with 1/4 inch of bare conductor on each side of the connector. Prior to splicing, the two ends of the cable insulation shall

be penciled using a tool designed specifically for this purpose and for cable size and type. Do not use emery paper on splicing operation since it contains metallic particles. The copper conductors shall be thoroughly cleaned. Join the conductors by inserting them equidistant into the compression connection sleeve. Crimp conductors firmly in place with crimping tool that requires a complete crimp before tool can be removed. Test the crimped connection by pulling on the cable. Scrape the insulation to assure that the entire surface over which the tape will be applied (plus 3 inches on each end) is clean. After scraping, wipe the entire area with a clean lint-free cloth. Do not use solvents.

Apply high-voltage rubber tape one-half lapped over bare conductor. This tape should be tensioned as recommended by the manufacturer. Voids in the connector area may be eliminated by highly elongating the tape, stretching it just short of its breaking point. The manufacturer's recommendation for stretching tape during splicing shall be followed. Always attempt to exactly half-lap to produce a uniform buildup. Continue buildup to 1-1/2 times cable diameter over the body of the splice with ends tapered a distance of approximately one inch over the original jacket. Cover rubber tape with two layers of vinyl pressure-sensitive tape one-half lapped. Do not use glyptol or lacquer over vinyl tape as they react as solvents to the tape. No further cable covering or splice boxes are required.

Heat shrinkable tubing shall be installed following manufacturer's instructions. Direct flame heating shall not be permitted unless recommended by the manufacturer. Cable surfaces within the limits of the heat-shrink application shall be clean and free of contaminants prior to application.

e. Assembly. Surfaces of equipment or conductors being terminated or connected shall be prepared in accordance with industry standard practice and manufacturer's recommendations. All surfaces to be connected shall be thoroughly cleaned to remove all dirt, grease, oxides, nonconductive films, or other foreign material. Paints and other nonconductive coatings shall be removed to expose base metal. Clean all surfaces at least 1/4 inch beyond all sides of the larger bonded area on all mating surfaces. Use a joint compound suitable for the materials used in the connection. Repair painted/coated surface to original condition after completing the connection.

108-3.6 Bare counterpoise wire installation for lightning protection and grounding. If shown on the plans or included in the job specifications, bare solid #6 AWG copper counterpoise wire shall be installed for lightning protection of the underground cables. The RPR shall select one of two methods of lightning protection for the airfield lighting circuit based upon sound engineering practice and lightning strike density.

a. Equipotential. The counterpoise size is as shown on the plans. The equipotential method is applicable to all airfield lighting systems; i.e. runway, taxiway, apron – touchdown zone, centerline, edge, threshold and approach lighting systems. The equipotential method is also successfully applied to provide lightning protection for power, signal and communication systems. The light bases, counterpoise, etc. – all components - are bonded together and bonded to the vault power system ground loop/electrode.

Counterpoise wire shall be installed in the same trench for the entire length of buried cable, conduits and duct banks that are installed to contain airfield cables. The counterpoise is centered over the cable/conduit/duct to be protected.

The counterpoise conductor shall be installed no less than 8 inches minimum or 12 inches maximum above the raceway or cable to be protected, except as permitted below:

(1) The minimum counterpoise conductor height above the raceway or cable to be protected shall be permitted to be adjusted subject to coordination with the airfield lighting and pavement designs.

(2) The counterpoise conductor height above the protected raceway(s) or cable(s) shall be calculated to ensure that the raceway or cable is within a 45-degree area of protection, (45 degrees on each side of vertical creating a 90 degree angle).

The counterpoise conductor shall be bonded to each metallic light base, mounting stake, and metallic airfield lighting component.

All metallic airfield lighting components in the field circuit on the output side of the constant current regulator (CCR) or other power source shall be bonded to the airfield lighting counterpoise system.

All components rise and fall at the same potential; with no potential difference, no damaging arcing and no damaging current flow.

See AC 150/5340-30, Design and Installation Details for Airport Visual Aids and NFPA 780, Standard for the Installation of Lightning Protection Systems, Chapter 11, for a detailed description of the Equipotential Method of lightning protection.

Reference FAA STD-019E, Lightning and Surge Protection, Grounding Bonding and Shielding Requirements for Facilities and Electronic Equipment, Part 4.1.1.7.

b. Isolation. Not Used.

The counterpoise conductor shall be installed halfway between the pavement edge and the light base, mounting stake, raceway, or cable being protected.

The counterpoise conductor shall be installed 8 inches minimum below grade. The counterpoise is not connected to the light base or mounting stake. An additional grounding electrode is required at each light base or mounting stake. The grounding electrode is bonded to the light base or mounting stake with a 6 AWG solid copper conductor.

See AC 150/5340-30, Design and Installation Details for Airport Visual Aids and NFPA 780, Standard for the Installation of Lightning Protection Systems, Chapter 11, for a detailed description of the Isolation Method of lightning protection.

c. Common Installation requirements. When a metallic light base is used, the grounding electrode shall be bonded to the metallic light base or mounting stake with a No. 6 AWG bare, annealed or soft drawn, solid copper conductor.

When a nonmetallic light base is used, the grounding electrode shall be bonded to the metallic light fixture or metallic base plate with a No. 6 AWG bare, annealed or soft drawn, solid copper conductor.

Grounding electrodes may be rods, ground dissipation plates, radials, or other electrodes listed in the NFPA 70 (NEC) or NFPA 780.

Where raceway is installed by the directional bore, jack and bore, or other drilling method, the counterpoise conductor shall be permitted to be installed concurrently with the directional bore, jack and bore, or other drilling method raceway, external to the raceway or sleeve.

The counterpoise wire shall also be exothermically welded to ground rods installed as shown on the plans but not more than 500 feet apart around the entire circuit. The counterpoise system shall be continuous and terminate at the transformer vault or at the power source. It shall be securely attached to the vault or equipment external ground ring or other made electrode-grounding system. The connections shall be made as shown on the plans and in the specifications.

Where an existing airfield lighting system is being extended or modified, the new counterpoise conductors shall be interconnected to existing counterpoise conductors at each intersection of the new and existing airfield lighting counterpoise systems.

d. Parallel Voltage Systems. Provide grounding and bonding in accordance with NFPA 70, National Electrical Code.

108-3.7 Counterpoise installation above multiple conduits and duct banks. Counterpoise wires shall be installed above multiple conduits/duct banks for airfield lighting cables, with the intent being to

provide a complete area of protection over the airfield lighting cables. When multiple conduits and/or duct banks for airfield cable are installed in the same trench, the number and location of counterpoise wires above the conduits shall be adequate to provide a complete area of protection measured 45 degrees each side of vertical.

Where duct banks pass under pavement to be constructed in the project, the counterpoise shall be placed above the duct bank. Reference details on the construction plans.

108-3.8 Counterpoise installation at existing duct banks. When airfield lighting cables are indicated on the plans to be routed through existing duct banks, the new counterpoise wiring shall be terminated at ground rods at each end of the existing duct bank where the cables being protected enter and exit the duct bank. The new counterpoise conductor shall be bonded to the existing counterpoise system.

108-3.9 Exothermic bonding. Bonding of counterpoise wire shall be by the exothermic welding process or equivalent method accepted by the RPR. Only personnel experienced in and regularly engaged in this type of work shall make these connections.

Contractor shall demonstrate to the satisfaction of the RPR, the welding kits, materials and procedures to be used for welded connections prior to any installations in the field. The installations shall comply with the manufacturer's recommendations and the following:

a. All slag shall be removed from welds.

b. Using an exothermic weld to bond the counterpoise to a lug on a galvanized light base is not recommended unless the base has been specially modified. Consult the manufacturer's installation directions for proper methods of bonding copper wire to the light base. See AC 150/5340-30 for galvanized light base exception.

c. If called for in the plans, all buried copper and weld material at weld connections shall be thoroughly coated with 6 mm of 3M™ Scotchkote™, or approved equivalent, or coated with coal tar Bitumastic® material to prevent surface exposure to corrosive soil or moisture.

108-3.10 Testing. The Contractor shall furnish all necessary equipment and appliances for testing the airport electrical systems and underground cable circuits before and after installation. The Contractor shall perform all tests in the presence of the RPR. The Contractor shall demonstrate the electrical characteristics to the satisfaction of the RPR. All costs for testing are incidental to the respective item being tested. For phased projects, the tests must be completed by phase. The Contractor must maintain the test results throughout the entire project as well as during the warranty period that meet the following:

a. Earth resistance testing methods shall be submitted to the RPR for approval. Earth resistance testing results shall be recorded on an approved form and testing shall be performed in the presence of the RPR. Record all weather conditions during testing. All such testing shall be at the sole expense of the Contractor.

b. Should the counterpoise or ground grid conductors be damaged or suspected of being damaged by construction activities the Contractor shall test the conductors for continuity with a low resistance ohmmeter. The conductors shall be isolated such that no parallel path exists and tested for continuity. The RPR shall approve of the test method selected. All such testing shall be at the sole expense of the Contractor.

After installation, the Contractor shall test and demonstrate to the satisfaction of the RPR the following:

c. That all affected lighting power and control circuits (existing and new) are continuous and free from short circuits.

d. That all affected circuits (existing and new) are free from unspecified grounds.

e. That the insulation resistance to ground of all new non-grounded high voltage series circuits or cable segments is not less than **500** megohms. Verify continuity of all series airfield lighting circuits prior to energization.

f. That the insulation resistance to ground of all new non-grounded conductors of new multiple circuits or circuit segments is not less than 100 megohms.

g. That all affected circuits (existing and new) are properly connected per applicable wiring diagrams.

h. That all affected circuits (existing and new) are operable. Tests shall be conducted that include operating each control not less than 10 times and the continuous operation of each lighting and power circuit for not less than 1/2 hour.

i. That the impedance to ground of each ground rod does not exceed **25** ohms prior to establishing connections to other ground electrodes. The fall-of-potential ground impedance test shall be used, as described by American National Standards Institute/Institute of Electrical and Electronic Engineers (ANSI/IEEE) Standard 81, to verify this requirement. As an alternate, clamp-on style ground impedance test meters may be used to satisfy the impedance testing requirement. Test equipment and its calibration sheets shall be submitted for review and approval by the RPR prior to performing the testing.

Two copies of tabulated results of all cable tests performed shall be supplied by the Contractor to the RPR. Where connecting new cable to existing cable, insulation resistance tests shall be performed on the new cable prior to connection to the existing circuit.

There are no approved “repair” procedures for items that have failed testing other than complete replacement.

METHOD OF MEASUREMENT

108-4.1 The cost of all excavation, backfill, dewatering and restoration regardless of the type of material encountered shall be included in the unit price bid for the work.

108-4.2 Cable or counterpoise wire installed in trench, duct bank or conduit shall be measured by the number of linear feet installed and grounding connectors, and trench marking tape ready for operation, and accepted as satisfactory. Separate measurement shall be made for each cable or counterpoise wire installed in trench, duct bank or conduit. The measurement for this item shall include additional quantities required for slack.

108-4.3 No separate payment will be made for ground rods.

BASIS OF PAYMENT

108-5 Payment will be made at the contract unit price for trenching, cable and bare counterpoise wire installed in trench (direct-buried), or cable and equipment ground installed in duct bank or conduit, in place by the Contractor and accepted by the RPR. This price shall be full compensation for furnishing all materials and for all preparation and installation of these materials, and for all labor, equipment, tools, and incidentals, including ground rods and ground connectors and trench marking tape, necessary to complete this item.

Payment will be made under:

Item L-108-5.1 No. 8 AWG, 5kV, L-824, Type C Cable, Installed in Existing Conduit or Duct Bank - per linear foot

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Advisory Circulars (AC)

AC 150/5340-26	Maintenance of Airport Visual Aid Facilities
AC 150/5340-30	Design and Installation Details for Airport Visual Aids
AC 150/5345-7	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
AC 150/5345-26	Specification for L-823 Plug and Receptacle, Cable Connectors
AC 150/5345-53	Airport Lighting Equipment Certification Program

Commercial Item Description

A-A-59544A	Cable and Wire, Electrical (Power, Fixed Installation)
A-A-55809	Insulation Tape, Electrical, Pressure-Sensitive Adhesive, Plastic

ASTM International (ASTM)

ASTM B3	Standard Specification for Soft or Annealed Copper Wire
ASTM B8	Standard Specification for Concentric-Lay-Stranded Copper Conductors, Hard, Medium-Hard, or Soft
ASTM B33	Standard Specification for Tin-Coated Soft or Annealed Copper Wire for Electrical Purposes
ASTM D4388	Standard Specification for Nonmetallic Semi-Conducting and Electrically Insulating Rubber Tapes

Mil Spec

MIL-PRF-23586F	Performance Specification: Sealing Compound (with Accelerator), Silicone Rubber, Electrical
MIL-I-24391	Insulation Tape, Electrical, Plastic, Pressure Sensitive

National Fire Protection Association (NFPA)

NFPA-70	National Electrical Code (NEC)
NFPA-780	Standard for the Installation of Lightning Protection Systems

American National Standards Institute (ANSI)/Institute of Electrical and Electronics Engineers (IEEE)

ANSI/IEEE STD 81	IEEE Guide for Measuring Earth Resistivity, Ground Impedance, and Earth Surface Potentials of a Ground System
------------------	---

Federal Aviation Administration Standard

FAA STD-019E	Lightning and Surge Protection, Grounding Bonding and Shielding Requirements for Facilities and Electronic Equipment
--------------	--

END OF ITEM L-108

Item L-109 Airport Transformer Vault and Vault Equipment

DESCRIPTION

109-1.1 This item shall consist of modifying an existing airport transformer vault and equipment per these specifications and per the design shown in the plans. This work shall also include the installation of a new constant current regulator (CCR) and installation of associated power and control conduits and wiring as noted on the plans. This item shall also include modifications to the existing Airfield Lighting Control and Monitoring System (ALCMS) to control the new CCR and show the new Taxiway geometry on the graphics screens, in addition to minimal power distribution system modifications. The proposed vault modifications shall be as noted on the plans and shall include the marking and labeling of equipment and the labeling or tagging of wires; the testing and commissioning of the installation; and the furnishing of all incidentals necessary to place it in operating condition as a completed unit to the satisfaction of the RPR.

EQUIPMENT AND MATERIALS

109-2.1 General.

a. Airport lighting equipment and materials covered by advisory circulars (AC) shall be certified in AC 150/5345-53, Airport Lighting Equipment Certification Program (ALECP) and listed in the ALECP Addendum.

b. All other equipment and materials covered by other referenced specifications shall be subject to acceptance through manufacturer's certification of compliance with the applicable specification when requested by the RPR.

c. Manufacturer's certifications shall not relieve the Contractor of the responsibility to provide materials per these specifications. Materials supplied and/or installed that do not comply with these specifications shall be removed (when directed by the RPR) and replaced with materials that comply with these specifications at the Contractor's cost.

d. All materials and equipment used to construct this item shall be submitted to the RPR for approval prior to ordering the equipment. Submittals consisting of marked catalog sheets or shop drawings shall be provided. Submittal data shall be presented in a clear, precise and thorough manner. Original catalog sheets are preferred. Photocopies are acceptable provided they are as good a quality as the original. Clearly and boldly mark each copy to identify products or models applicable to this project. Indicate all optional equipment and delete any non-pertinent data. Submittals for components of electrical equipment and systems shall identify the equipment to which they apply on each submittal sheet. Markings shall be made bold and clear with arrows or circles (highlighting is not acceptable). The Contractor is solely responsible for delays in the project that may accrue directly or indirectly from late submissions or resubmissions of submittals.

e. The data submitted shall be sufficient, in the opinion of the RPR, to determine compliance with the plans and specifications. The Contractor's submittals shall be provided in electronic pdf format, tabbed by specification section. The RPR reserves the right to reject any and all equipment, materials or procedures that do not meet the system design and the standards and codes, specified in this document.

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

MODIFICATION OF VAULT

109-3.1 Electrical vault building. Not used.

109-3.2 Concrete. Not used.

109-3.3 Precast concrete structures. Not used.

109-3.4 Reinforcing steel. Not used.

109-3.5 Brick. Not used.

109-3.6 Rigid steel conduit. Rigid steel conduit and fittings shall be per Underwriters Laboratories Standards 6 and 514B.

109-3.7 Plastic Conduit and fittings. Plastic Conduit and fittings shall conform to the requirements of UL-651 and UL-654 schedule 40 polyvinyl chloride (PVC) suitable for use above or below ground.

109-3.8 Lighting. Not used.

109-3.9 Outlets. Not used.

109-3.10 Switches. Not used.

109-3.11 Paint.

a. Priming paint for non-galvanized metal surfaces shall be a high solids alkyd primer compatible with the manufacturer's recommendations for the intermediate or topcoat.

b. White paint for body and finish coats on metal and wood surfaces shall be ready-mixed paint conforming to the Master Painter's Institute (MPI), Reference #9, Exterior Alkyd, Gloss.

c. Priming paint for wood surfaces shall be mixed on the job by thinning the specified white paint by adding 1/2 pint of raw linseed oil to each gallon.

d. Paint for the floor, ceiling, and inside walls shall be per Porter Paint Company 69, 71, and 79 or equivalent. Walls and ceiling shall be light gray and the floor shall be medium gray.

e. The roof coating shall be hot asphalt material per ASTM D2823. Asbestos-free roof coating per ASTM D4479 may be substituted if required by local codes.

109-3.12 Ground bus. Ground bus shall be 1/8 x 3/4 inch minimum copper bus bar.

109-3.13 Square duct. Not used.

109-3.14 Ground rods. Ground rods shall be in accordance with Item L-108.

109-3.15 Vault prefabricated metal housing. Not used.

109-3.16 FAA-approved equipment. Certain items of airport lighting equipment installed in vaults are covered by individual ACs listed below:

AAC 150/5345-7
Airport

Specification for L-824 Underground Electrical Cable for
Lighting Circuits

AC 150/5345-10

Specification for Constant Current Regulators and Regulator Monitors

109-3.17 Other electrical equipment. Distribution transformers, oil switches, cutouts, relays, terminal blocks, transfer relays, circuit breakers, and all other regularly used commercial items of electrical equipment not covered by FAA equipment specifications and ACs shall conform to the applicable rulings and standards of the Institute of Electrical and Electronic Engineers (IEEE) or the National Electrical Manufacturers Association (NEMA). When specified, test reports from a testing laboratory indicating that the equipment meets the specifications shall be supplied. In all cases, equipment shall be new and a first-grade product. This equipment shall be supplied in the quantities required for the specific project and shall incorporate the electrical and mechanical characteristics specified in the proposal and plans. Equipment selected and installed by the Contractor shall maintain the interrupting current rating of the existing systems or specified rating whichever is greater.

109-3.18 Wire. Wire (in conduit) rated up to 5,000 volts shall be per AC 150/5345-7, Specification for L-824 Underground Electrical Cables for Airport Lighting Circuits. For ratings up to 600 volts, moisture and heat resistant thermoplastic wire conforming to Commercial Item Description A-A-59544A Type THWN-2 shall be used. The wires shall be of the type, size, number of conductors, and voltage shown in the plans or in the proposal.

a. Control circuits. Unless otherwise indicated on the plans, wire shall be not less than No. 12 American wire gauge (AWG) and shall be insulated for 600 volts. If telephone control cable is specified, No. 19 AWG telephone cable per ANSI/Insulated Cable Engineers Association (ICEA) S-85-625 specifications shall be used.

b. Power circuits.

- (1) 600 volts maximum – Wire shall be No. 6 AWG or larger and insulated for at least 600 volts.
- (2) 3,000 volts maximum – Wire shall be No. 6 AWG or larger and insulated for at least 3,000 volts.
- (3) Over 3,000 volts-Wire shall be No. 6 AWG or larger and insulated for at least the circuit voltage.

109-3.19 Airfield Lighting Control and Monitoring System. The existing ALCMS system shall be modified to control and monitor the new constant current regulator and megger the new taxiway circuit. It shall also show the new taxiway on the graphics panel(s) as needed and to the satisfaction of the airport and engineer. The contractor shall contact the ALCMS manufacturer for set up, testing and commissioning of the new regulator and its controls. The existing ALCMS modification shall be enabled to control, monitor, and test the new regulator and airfield circuit in similar fashion to the existing circuits at the airport. Contractor shall work with the ALCMS manufacturer to provide any additional equipment, expansion or upgrade of the existing ALCMS system to provide a complete and operational ALCMS for the new taxiway, including conduits and control wiring within the existing vault.

CONSTRUCTION METHODS

MODIFICATION OF VAULT

109-4.1 General. The Contractor shall modify the transformer vault as indicated in the plans. Installation methods and equipment placement are as shown in the plans and final methods and placements shall be coordinated with the airport and engineer.

109-4.2 Foundation and walls.

- a. Reinforced concrete construction.** Not used. **b. Brick and concrete construction.** Not used.
- c. Concrete masonry construction.** Not used.

109-4.3 Roof. Not used.

109-4.4 Floor. Not used.

109-4.5 Floor drain. Not used.

109-4.6 Conduits in floor and foundation. Not used.

109-4.7 Doors. Not used.

109-4.8 Painting. Not used.

109-4.9 Lights and switches. Not used.

INSTALLATION OF EQUIPMENT IN VAULT OR PREFABRICATED METAL HOUSING

109-5.1 General. The Contractor shall furnish, install, and connect all equipment, equipment accessories, conduit, cables, wires, buses, grounds, and support necessary to ensure a complete and operable electrical distribution center for the new constant current regulator and ALCMS modifications as shown on the plans and specified herein.

The equipment installation and mounting shall comply with the requirements of the National Electrical Code and local code agency having jurisdiction. All electrical work shall comply with the NEC and local code agency having jurisdiction including the separation of under 600V work from 5,000V work.”

109-5.2 Power supply equipment. Transformers, regulators, booster transformers, and other power supply equipment items shall be furnished and installed at the location shown in the plans or as directed by the RPR. Contractor shall work with existing power distribution system panel manufacturer to obtain and install new circuit breaker(s) as shown on the plans.

109-5.3 Switchgear and panels. Not used.

109-5.4 Duct and conduit. The Contractor shall furnish and install conduits in the existing vault matching existing installations for both power and controls, as coordinated with the airport and engineer. Final locations and routing shall be to the satisfaction of the airport and RPR/engineer.

109-5.5 Wiring and connections. The Contractor shall make all necessary electrical connections in the vault per the wiring diagrams furnished and as directed by the RPR. In wiring to the terminal blocks, the Contractor shall leave sufficient extra length on each control lead to make future changes in connections at the terminal block. This shall be accomplished by running each control lead the longest way around the box to the proper terminal. Leads shall be neatly laced in place.**109-5.6 Marking and labeling.** All equipment, control wires, terminal blocks, etc., shall be tagged, marked, or labeled as specified below:

a. Wire identification. The Contractor shall furnish and install self-sticking wire labels or identifying tags on all control wires at the point where they connect to the control equipment or to the terminal blocks. Wire labels, if used, shall be of the self-sticking preprinted type and of the manufacturer’s recommended size for the wire involved. Identification -markings designated in the plans shall be followed. Tags, if used, shall be of fiber not less than 3/4 inch in diameter and not less than 1/32 inch thick. Identification markings designated in the plans shall be stamped on tags by means of small tool dies. Each tag shall be securely tied to the proper wire by a nonmetallic cord.

b. Labels. The Contractor shall stencil identifying labels on the cases of regulators, breakers, and distribution and control relay cases with white oil paint as designated by the RPR. The letters and numerals shall be not less than one inch in height and shall be of proportionate width. The Contractor shall also mark the correct circuit designations per the wiring diagram on the terminal marking strips, which are a part of each terminal block.

METHOD OF MEASUREMENT

109-6.1 The quantity of Constant Current Regulators (CCRs) to be paid for under this item shall consist of the number of CCRs constructed in place and accepted as a complete unit.

109-6.2 The quantity of ALCMS modifications to be paid for under this item shall consist of a lump sum unit, in place and accepted and complete.

109-6.3 The quantity of Vault Power Distribution modifications to be paid for under this item shall consist of a lump sum unit, in place and accepted and complete.

BASIS OF PAYMENT

109-7 Payment will be made at the contract unit price for each completed and accepted CCR or listed modification. This price shall be full compensation for furnishing all materials and for all preparation, assembly, and installation of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

- Item L-109-7.1 Airfield Lighting Electrical Vault Power and Controls Modifications – lump sum
- Item L-109-7.2 Constant Current Regulator Removal and Salvage – per each
- Item L-109-7.3 Constant Current Regulator 7.5kW, 3-Step, 6.6A, 480V, L-829 – per each
- Item L-109-7.4 Constant Current Regulator 4kW, 3-Step, 6.6A, 480V, L-829 – per each

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Advisory Circulars (AC)

- | | |
|----------------|---|
| AC 150/5340-30 | Design and Installation Details for Airport Visual Aids |
| AC 150/5345-3 | Specification for L-821, Panels for Remote Control of Airport Lighting |
| AC 150/5345-5 | Circuit Selector Switch |
| AC 150/5345-7 | Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits |
| AC 150/5345-10 | Specification for Constant Current Regulators and Regulator Monitors |
| AC 150/5345-13 | Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits |

AC 150/5345-49	Specification L-854, Radio Control Equipment;
AC 150/5345-53	Airport Lighting Equipment Certification Program
American National Standards Institute / Insulated Cable Engineers Association (ANSI/ICEA)	
ANSI/ICEA S-85-625	Standard for Telecommunications Cable Aircore, Polyolefin Insulated, Copper Conductor Technical Requirements
ASTM International (ASTM)	
ASTM A615	Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement
ASTM C62	Standard Specification for Building Brick (Solid Masonry Units Made from Clay or Shale)
ASTM C90	Standard Specification for Loadbearing Concrete Masonry Units
ASTM D2823	Standard Specification for Asphalt Roof Coatings, Asbestos Containing
ASTM D4479	Standard Specification for Asphalt Roof Coatings – Asbestos-Free
Commercial Item Description (CID)	
A-A 59544	Cable and Wire, Electrical (Power, Fixed Installation) Institute of Electrical and Electronic Engineers (IEEE)
IEEE 1584	Guide for Performing Arc-Flash Hazard Calculations
Master Painter's Institute (MPI)	
MPI Reference #9	Alkyd, Exterior, Gloss (MPI Gloss Level 6)
Underwriters Laboratories (UL)	
UL Standard 6	Electrical Rigid Metal Conduit – Steel
UL Standard 514B	Conduit, Tubing, and Cable Fittings
UL Standard 514C	Nonmetallic Outlet Boxes, Flush-Device Boxes, and Covers
UL Standard 651	Schedule 40, 80, Type EB and A Rigid PVC Conduit and Fittings
UL Standard 651A	Type EB and A Rigid PVC Conduit and HDPE Conduit
National Fire Protection Association (NFPA)	
NFPA-70	National Electrical Code (NEC)
NFPA-70E	Standard for Electrical Safety in the Workplace
NFPA-780	Standard for the Installation of Lightning Protection Systems

END OF ITEM L-109

Item L-110 Airport Underground Electrical Duct Banks and Conduits

DESCRIPTION

110-1.1 This item shall consist of underground electrical conduits and duct banks (single or multiple conduits encased in concrete or buried in sand) installed per this specification at the locations and per the dimensions, designs, and details shown on the plans. This item shall include furnishing and installing of all underground electrical duct banks and individual and multiple underground conduits. It shall also include all turfing trenching, backfilling, removal, and restoration of any paved or turfed areas; concrete encasement, mandrelling, pulling lines, duct markers, plugging of conduits, and the testing of the installation as a completed system ready for installation of cables per the plans and specifications. This item shall also include furnishing and installing conduits and all incidentals for providing positive drainage of the system. Verification of, dewatering of and locating existing ducts is incidental to the pay items provided in this specification.

EQUIPMENT AND MATERIALS

110-2.1 General.

All equipment and materials covered by referenced specifications shall be subject to acceptance through manufacturer's certification of compliance with the applicable specification when requested by the RPR. Manufacturer's certifications shall not relieve the Contractor of the responsibility to provide materials per these specifications and acceptable to the RPR. Materials supplied and/or installed that do not comply with these specifications shall be removed, when directed by the RPR and replaced with materials, that comply with these specifications, at the Contractor's cost.

All materials and equipment used to construct this item shall be submitted to the RPR for approval prior to ordering the equipment. Submittals consisting of marked catalog sheets or shop drawings shall be provided. Submittal data shall be presented in a clear, precise and thorough manner. Original catalog sheets are preferred. Photocopies are acceptable provided they are as good a quality as the original. Clearly and boldly mark each copy to identify products or models applicable to this project. Indicate all optional equipment and delete non-pertinent data. Submittals for components of electrical equipment and systems shall identify the equipment for which they apply on each submittal sheet. Markings shall be made bold and clear with arrows or circles (highlighting is not acceptable). The Contractor is solely responsible for delays in project that accrue directly or indirectly from late submissions or resubmissions of submittals.

The data submitted shall be sufficient, in the opinion of the RPR, to determine compliance with the plans and specifications. The Contractor's submittals shall be electronically submitted in pdf format, tabbed by specification section. The RPR reserves the right to reject any and all equipment, materials or procedures that do not meet the system design and the standards and codes specified in this document.

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

110-2.2 Steel conduit. Rigid galvanized steel (RGS) conduit and fittings shall be hot dipped galvanized inside and out

and conform to the requirements of Underwriters Laboratories Standards 6, 514B, and 1242. All RGS conduits or RGS elbows installed below grade, in concrete, permanently wet locations or other similar environments shall be painted with a 10-mil thick coat of asphaltum sealer or shall have a factory-bonded polyvinyl chloride (PVC) cover. Any exposed galvanizing or steel shall be coated with 10 mils of asphaltum sealer. When using PVC coated RGS conduit, care shall be exercised not to damage the factory PVC coating. Damaged PVC coating shall be repaired per the manufacturer's written instructions. In lieu of PVC coated RGS, corrosion wrap tape shall be permitted to be used where RGS is in contact with direct earth.”

110-2.3 Plastic conduit. Plastic conduit and fittings shall conform to the following requirements:

UL 514B covers W-C-1094-Conduit fittings all types, classes 1 thru 3 and 6 thru 10.

UL 514C covers W-C-1094- all types, Class 5 junction box and cover in plastic (PVC).

UL 651 covers W-C-1094-Rigid PVC Conduit, types I and II, Class 4.

UL 651A covers W-C-1094-Rigid PVC Conduit and high-density polyethylene (HDPE) Conduit type III and Class 4.

Underwriters Laboratories Standards UL-651 and Article 352 of the current National Electrical Code shall be one of the following, as shown on the plans:

Type I–Schedule 40 and Schedule 80 PVC suitable for underground use either direct-buried or encased in concrete.

Type II–Schedule 40 PVC suitable for either above ground or underground use.

Type III – Schedule 80 PVC suitable for either above ground or underground use either direct- buried or encased in concrete.

Type III –HDPE pipe, minimum standard dimensional ratio (SDR) 11, suitable for placement with directional boring under pavement.

The type of solvent cement shall be as recommended by the conduit/fitting manufacturer.

110-2.4 Split conduit. Split conduit shall be pre-manufactured for the intended purpose and shall be made of steel or plastic.

110-2.5 Conduit spacers. Conduit spacers shall be prefabricated interlocking units manufactured for the intended purpose. They shall be of double wall construction made of high grade, high density polyethylene complete with interlocking cap and base pads. They shall be designed to accept No. 4 reinforcing bars installed vertically.

110-2.6 Concrete. Concrete shall be proportioned, placed, and cured per Item P-610, Concrete for Miscellaneous Structures.

110-2.7 Precast concrete structures. Precast concrete structures shall be furnished by a plant meeting National Precast Concrete Association Plant Certification Program or another RPR approved third party certification program. Precast concrete structures shall conform to ASTM C478.

110-2.8 Flowable backfill. Flowable material used to back fill conduit and duct bank trenches shall conform to the requirements of Item P-153, Controlled Low Strength Material.

110-2.9 Detectable warning tape. Plastic, detectable, American Public Works Association (APWA) red (electrical power lines, cables, conduit and lighting cable), orange (telephone/fiber optic cabling) with continuous legend magnetic tape shall be polyethylene film with a metallized foil core and shall be 3-6 inches wide. Detectable tape is incidental to the respective bid item.

CONSTRUCTION METHODS

110-3.1 General. The Contractor shall install underground duct banks and conduits at the approximate locations indicated on the plans. The RPR shall indicate specific locations as the work progresses, if required to differ from the plans. Duct banks and conduits shall be of the size, material, and type indicated on the plans or specifications. Where no size is indicated on the plans or in the specifications, conduits shall be not less than 2 inches inside diameter or comply with the National Electrical Code based on cable to be installed, whichever is larger. All duct bank and conduit lines shall be laid so as to grade toward access points and duct or conduit ends for drainage. Unless shown otherwise on the plans, grades shall be at least 3 inches per 100 feet. On runs where it is not practicable to maintain the grade all one way, the duct bank and conduit lines shall be graded from the center in both directions toward access points or conduit ends, with a drain into the storm drainage system. Pockets or traps where moisture may accumulate shall be avoided. Under pavement, the top of the duct bank shall not be less than 24 inches below the subgrade; in other locations, the top of the duct bank or underground conduit shall be not less than 24 inches below finished grade.

The Contractor shall mandrel each individual conduit whether the conduit is direct-buried or part of a duct bank. An iron-shod mandrel, not more than 1/4 inch smaller than the bore of the conduit shall be pulled or pushed through each conduit. The mandrel shall have a leather or rubber gasket slightly larger than the conduit hole. The Contractor shall swab out all conduits/ducts and clean base can, manhole, pull boxes, etc., interiors immediately prior to pulling cable. Once cleaned and swabbed the light bases, manholes, pull boxes, etc., and all accessible points of entry to the duct/conduit system shall be kept closed except when installing cables. Cleaning of ducts, base cans, manholes, etc., is incidental to the pay item of the item being cleaned. All raceway systems left open, after initial cleaning, for any reason shall be recleaned at the Contractor's expense. All accessible points shall be kept closed when not installing cable. The Contractor shall verify existing ducts proposed for use in this project as clear and open. The Contractor shall notify the RPR of any blockage in the existing ducts.

For pulling the permanent wiring, each individual conduit, whether the conduit is direct-buried or part of a duct bank, shall be provided with a 200-pound test polypropylene pull rope. The ends shall be secured and sufficient length shall be left in access points to prevent it from slipping back into the conduit. Where spare conduits are installed, as indicated on the plans, the open ends shall be plugged with removable tapered plugs, designed for this purpose.

All conduits shall be securely fastened in place during construction and shall be plugged to prevent contaminants from entering the conduits. Any conduit section having a defective joint shall not be installed. Ducts shall be supported and spaced apart using approved spacers at intervals not to exceed 5 feet.

Unless otherwise shown on the plans, concrete encased duct banks shall be used when crossing under pavements expected to carry aircraft loads, such as runways, taxiways, taxilanes, ramps and aprons. When under paved shoulders and other paved areas, conduit and duct banks shall be encased using flowable fill for protection. All conduits within concrete encasement of the duct banks shall terminate with female ends for ease in current and future use. Install factory plugs in all unused ends. Do not cover the ends or plugs with concrete. Where turf is well established and the sod can be removed, it shall be carefully stripped and properly stored. Trenches for conduits and duct banks may be excavated manually or with mechanical trenching equipment unless in pavement, in which case they shall be excavated with mechanical trenching equipment. Walls of trenches shall be essentially vertical so that a minimum of shoulder surface is disturbed. Blades of graders shall not be used to excavate the trench.

When rock is encountered, the rock shall be removed to a depth of at least 3 inches below the required conduit or duct bank depth and it shall be replaced with bedding material of earth or sand containing no mineral aggregate particles that would be retained on a 1/4-inch sieve. Flowable backfill may alternatively be used

Underground electrical warning (Caution) tape shall be installed in the trench above all underground duct banks and conduits in unpaved areas. Contractor shall submit a sample of the proposed warning tape for approval by the RPR. If not shown on the plans, the warning tape shall be located 6 inches above the duct/conduit or the counterpoise wire if present.

Joints in plastic conduit shall be prepared per the manufacturer's recommendations for the particular type of conduit. Plastic conduit shall be prepared by application of a plastic cleaner and brushing a plastic solvent on the outside of the conduit ends and on the inside of the couplings. The conduit fitting shall then be slipped together with a quick one-quarter turn twist to set the joint tightly. Where more than one conduit is placed in a single trench, or in duct banks, joints in the conduit shall be staggered a minimum of 2 feet.

Changes in direction of runs exceeding 10 degrees, either vertical or horizontal, shall be accomplished using manufactured sweep bends.

Whether or not specifically indicated on the drawings, where the soil encountered at established duct bank grade is an unsuitable material, as determined by the RPR, the unsuitable material shall be removed per Item P-152 and replaced with suitable material. Additional duct bank supports shall be installed, as approved by the RPR. All excavation shall be unclassified and shall be considered incidental to Item L-110. Dewatering necessary for duct installation, and erosion per federal, state, and local requirements is incidental to Item L-110. Unless otherwise specified, excavated materials that are deemed by the RPR to be unsuitable for use in backfill or embankments shall be removed and disposed of offsite.

Any excess excavation shall be filled with suitable material approved by the RPR and compacted per Item P-152.

It is the Contractor's responsibility to locate existing utilities within the work area prior to excavation. Where existing active cables cross proposed installations, the Contractor shall ensure that these cables are adequately protected. Where crossings are unavoidable, no splices will be allowed in the existing cables, except as specified on the plans. Installation of new cable where such crossings must occur shall proceed as follows:

Existing cables shall be located manually. Unearthed cables shall be inspected to assure absolutely no damage has occurred

Trenching, etc., in cable areas shall then proceed with approval of the RPR, with care taken to minimize possible damage or disruption of existing cable, including careful backfilling in area of cable.

In the event that any previously identified cable is damaged during the course of construction, the Contractor shall be responsible for the complete repair.

110-3.2 Duct banks. Unless otherwise shown in the plans, duct banks shall be installed so that the top of the concrete envelope is not less than 18 inches below the bottom of the base or stabilized base course layers where installed under runways, taxiways, aprons, or other paved areas, and not less than 18 inches below finished grade where installed in unpaved areas.

Unless otherwise shown on the plans, duct banks under paved areas shall extend at least 3 feet beyond the edges of the pavement or 3 feet beyond any under drains that may be installed alongside the paved area. Trenches for duct banks shall be opened the complete length before concrete is placed so that if any obstructions are encountered, provisions can be made to avoid them. Unless otherwise shown on the plans, all duct banks shall be placed on a layer of concrete not less than 3 inches thick prior to its initial set. The Contractor shall space the conduits not less than 3 inches apart (measured from outside wall to outside wall). All such multiple conduits shall be placed using conduit spacers applicable to the type of conduit. As the conduit laying progresses, concrete shall be placed around and

on top of the conduits not less than 3 inches thick unless otherwise shown on the plans. All conduits shall terminate with female ends for ease of access in current and future use. Install factory plugs in all unused ends. Do not cover the ends or plugs with concrete.

Conduits forming the duct bank shall be installed using conduit spacers. No. 4 reinforcing bars shall be driven vertically into the soil a minimum of 6 inches to anchor the assembly into the earth prior to placing the concrete encasement. For this purpose, the spacers shall be fastened down with locking collars attached to the vertical bars. Spacers shall be installed at 5-foot intervals. Spacers shall be in the proper sizes and configurations to fit the conduits. Locking collars and spacers shall be submitted to the RPR for review prior to use.

When specified, the Contractor shall reinforce the bottom side and top of encasements with steel reinforcing mesh or fabric or other approved metal reinforcement. When directed, the Contractor shall supply additional supports where the ground is soft and boggy, where ducts cross under roadways, or where shown on the plans. Under such conditions, the complete duct structure shall be supported on reinforced concrete footings, piers, or piles located at approximately 5-foot intervals.

All pavement surfaces that are to have ducts installed therein shall be neatly saw cut to form a vertical face. All excavation shall be included in the contract with price for the duct.

Install a plastic, detectable, color as noted, 3 to 6 inches wide tape, 8 inches minimum below grade above all underground conduit or duct lines not installed under pavement. Utilize the 3-inch wide tape only for single conduit runs. Utilize the 6-inch wide tape for multiple conduits and duct banks. For duct banks equal to or greater than 24 inches in width, utilize more than one tape for sufficient coverage and identification of the duct bank as required.

When existing cables are to be placed in split duct, encased in concrete, the cable shall be carefully located and exposed by hand tools. Prior to being placed in duct, the RPR shall be notified so that he may inspect the cable and determine that it is in good condition. Where required, split duct shall be installed as shown on the drawings or as required by the RPR.

110-3.3 Conduits without concrete encasement. Trenches for single-conduit lines shall be not less than 6 inches nor more than 12 inches wide. The trench for 2 or more conduits installed at the same level shall be proportionately wider. Trench bottoms for conduits without concrete encasement shall be made to conform accurately to grade so as to provide uniform support for the conduit along its entire length.

Unless otherwise shown on the plans, a layer of fine earth material, at least 4 inches thick (loose measurement) shall be placed in the bottom of the trench as bedding for the conduit. The bedding material shall consist of soft dirt, sand or other fine fill, and it shall contain no particles that would be retained on a 1/4-inch sieve. The bedding material shall be tamped until firm. Flowable backfill may alternatively be used.

Unless otherwise shown on plans, conduits shall be installed so that the tops of all conduits within the Airport's secured area where trespassing is prohibited are at least 18 inches below the finished grade. Conduits outside the Airport's secured area shall be installed so that the tops of the conduits are at least 24 inches below the finished grade per National Electric Code (NEC), Table 300.5.

When two or more individual conduits intended to carry conductors of equivalent voltage insulation rating are installed in the same trench without concrete encasement, they shall be spaced not less than 3 inches apart (measured from outside wall to outside wall) in a horizontal direction and not less than 6 inches apart in a vertical direction. Where two or more individual conduits intended to carry conductors of differing voltage insulation rating are installed in the same trench without concrete encasement, they shall be placed not less than 3 inches apart (measured from outside wall to outside wall) in a horizontal direction and not less than 6 inches apart in a vertical direction.

Trenches shall be opened the complete length between normal termination points before conduit is installed so that if any unforeseen obstructions are encountered, proper provisions can be made to avoid them.

Conduits shall be installed using conduit spacers. No. 4 reinforcing bars shall be driven vertically into the soil a minimum of 6 inches to anchor the assembly into the earth while backfilling. For this purpose, the spacers shall be fastened down with locking collars attached to the vertical bars. Spacers shall be installed at 5-foot intervals. Spacers shall be in the proper sizes and configurations to fit the conduits. Locking collars and spacers shall be submitted to the RPR for review prior to use.

110-3.4 Markers. The location of each end and of each change of direction of conduits and duct banks shall be marked by a concrete slab marker 2 feet square and 4 - 6 inches thick extending approximately one inch above the surface. The markers shall also be located directly above the ends of all conduits or duct banks, except where they terminate in a junction/access structure or building. Each cable or duct run from a line of lights and signs to the equipment vault must be marked at approximately every 200 feet along the cable or duct run, with an additional marker at each change of direction of cable or duct run.

The Contractor shall impress the word "DUCT" or "CONDUIT" on each marker slab. Impression of letters shall be done in a manner, approved by the RPR, for a neat, professional appearance. All letters and words must be neatly stenciled. After placement, all markers shall be given one coat of high-visibility orange paint, as approved by the RPR. The Contractor shall also impress on the slab the number and size of conduits beneath the marker along with all other necessary information as determined by the RPR. The letters shall be 4 inches high and 3 inches wide with width of stroke 1/2 inch and 1/4 inch deep or as large as the available space permits. Furnishing and installation of duct markers is incidental to the respective duct pay item.

110-3.5 Backfilling for conduits. For conduits, 8 inches of sand, soft earth, or other fine fill (loose measurement) shall be placed around the conduits ducts and carefully tamped around and over them with hand tampers. The remaining trench shall then be backfilled and compacted per Item P-152 except that material used for back fill shall be select material not larger than 4 inches in diameter. Flowable backfill may alternatively be used.

Trenches shall not contain pools of water during back filling operations.

The trench shall be completely backfilled and tamped level with the adjacent surface; except that, where sod is to be placed over the trench, the backfilling shall be stopped at a depth equal to the thickness of the sod to be used, with proper allowance for settlement.

Any excess excavated material shall be removed and disposed of per instructions issued by the RPR.

110-3.6 Backfilling for duct banks. After the concrete has cured, the remaining trench shall be backfilled and compacted per Item P-152 "Excavation and Embankment" except that the material used for backfill shall be select material not larger than 4 inches in diameter. In addition to the requirements of Item P-152, where duct banks are installed under pavement, one moisture/density test per lift shall be made for each 250 linear feet of duct bank or one work period's construction, whichever is less. Flowable backfill may alternatively be used.

Trenches shall not contain pools of water during backfilling operations.

The trench shall be completely backfilled and tamped level with the adjacent surface; except that, where sod is to be placed over the trench, the backfilling shall be stopped at a depth equal to the thickness of the sod to be used, with proper allowance for settlement.

Any excess excavated material shall be removed and disposed of per instructions issued by the RPR.

110-3.7 Restoration. Where sod has been removed, it shall be replaced as soon as possible after the backfilling is completed. All areas disturbed by the work shall be restored to its original condition. The restoration shall include sodding, topsoiling, and mulching shown on the plans. The Contractor shall be held responsible for maintaining all disturbed surfaces and replacements until final acceptance. All restoration shall be considered incidental to the respective L-110 pay item. Following restoration of all trenching near airport movement surfaces, the Contractor shall thoroughly visually inspect the area for foreign object debris (FOD), and remove any such FOD that is found. This FOD inspection and removal shall be considered incidental to the pay item of which it is a component part.

110-3.8 Ownership of removed cable. Contractor shall turn over all removed cable to the airport neatly wound.

METHOD OF MEASUREMENT

110-4.1 Underground conduits and duct banks shall be measured by the linear feet of conduits and duct banks installed, including encasement, locator tape, trenching and backfill with designated material, and restoration, and for drain lines, the termination at new or existing structures, all measured in place, completed, and accepted. Separate measurement shall be made for the various types and sizes.

BASIS OF PAYMENT

110-5 Payment will be made at the contract unit price per linear foot for each type and size of conduit and duct bank completed and accepted, including trench and backfill with the designated material, and, for drain lines, the termination at the drainage structure. This price shall be full compensation for removal and disposal of trench materials, furnishing all materials and for all preparation, assembly, and installation of these materials, and for all labor, equipment, tools, and incidentals necessary to complete this item per the provisions and intent of the plans and specifications.

Payment will be made under:

Item L-110-5.1 1-Way, 2-Inch, SCH. 40 PVC Conduit, Direct Buried – per linear foot

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Advisory Circular (AC)

AC 150/5340-30 Design and Installation Details for Airport Visual Aids AC 150/5345-53 Airport Lighting Equipment Certification Program

ASTM International (ASTM)

ASTM A615 Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement

National Fire Protection Association (NFPA)

NFPA-70 National Electrical Code (NEC) Underwriters Laboratories (UL)

UL Standard 6 Electrical Rigid Metal Conduit - Steel UL Standard 514B Conduit, Tubing, and Cable Fittings
UL Standard 514C Nonmetallic Outlet Boxes, Flush-Device Boxes, and Covers UL Standard 1242

Electrical Intermediate Metal Conduit Steel

UL Standard 651 Schedule 40, 80, Type EB and A Rigid PVC Conduit and Fittings UL Standard
651A Type EB and A Rigid PVC Conduit and HDPE Conduit

END OF ITEM L-110

Item L-125 Installation of Airport Lighting Systems

DESCRIPTION

125-1.1 This item shall consist of airport lighting systems furnished and installed in accordance with this specification, the referenced specifications, and the applicable advisory circulars (ACs). The systems shall be installed at the locations and in accordance with the dimensions, design, and details shown in the plans. This item shall include the furnishing of all equipment, materials, services, and incidentals necessary to place the systems in operation as completed units to the satisfaction of the RPR.

EQUIPMENT AND MATERIALS

125-2.1 General.

a. Airport lighting equipment and materials covered by Federal Aviation Administration (FAA) specifications shall be certified under the Airport Lighting Equipment Certification Program in accordance with AC 150/5345-53, current version. FAA certified airfield lighting shall be compatible with each other to perform in compliance with FAA criteria and the intended operation. If the Contractor provides equipment that does not perform as intended because of incompatibility with the system, the Contractor assumes all costs to correct the system for to operate properly.

b. Manufacturer's certifications shall not relieve the Contractor of their responsibility to provide materials in accordance with these specifications and acceptable to the RPR. Materials supplied and/or installed that do not comply with these specifications shall be removed, when directed by the RPR and replaced with materials, which do comply with these specifications, at the sole cost of the Contractor.

c. All materials and equipment used shall be submitted to the RPR for approval prior to ordering the equipment. Submittals consisting of marked catalog sheets or shop drawings shall be provided. Clearly mark each copy to identify pertinent products or models applicable to this project. Indicate all optional equipment and delete non-pertinent data. Submittals for components of electrical equipment and systems shall identify the equipment for which they apply on each submittal sheet. Markings shall be clearly made with arrows or circles (highlighting is not acceptable). The Contractor shall be responsible for delays in the project accruing directly or indirectly from late submissions or resubmissions of submittals.

d. The data submitted shall be sufficient, in the opinion of the RPR, to determine compliance with the plans and specifications. The Contractor's submittals shall be submitted in electronic PDF format, tabbed by specification section. The RPR reserves the right to reject any or all equipment, materials or procedures, which, in the RPR's opinion, does not meet the system design and the standards and codes, specified herein.

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

EQUIPMENT AND MATERIALS

125-2.2 Conduit/Duct. Conduit shall conform to Specification Item L-110 Airport Underground Electrical Duct Banks and Conduits.

125-2.3 Cable and Counterpoise. Cable and Counterpoise shall conform to Item L-108 Underground Power Cable for Airports.

125-2.4 Tape. Rubber and plastic electrical tapes shall be Scotch Electrical Tape Numbers 23 and 88 respectively, as manufactured by 3M Company or an approved equal.

125-2.5 Cable Connections. Cable Connections shall conform to Item L-108 Installation of Underground Cable for Airports.

125-2.6 Retroreflective Markers. Retroreflective markers shall be type L-853 and shall conform to the requirements of AC 150/5345-39.

Lights

125-2.7 Runway and Taxiway Lights. Runway and taxiway lights shall conform to the requirements of AC 150/5345-46. All lighting shall be LED and shall be of size and type indicated, or as required by fixture manufacturer for each lighting fixture required under this contract. Fixtures shall be of colors conforming to the specification for the light concerned or to the standard referenced. Runway and taxiway lights shall be installed as shown in the E-series plans.

125-2.8 Runway and Taxiway Signs. Runway and Taxiway Guidance Signs should conform to the requirements of AC 150/5345-44. Guidance signs shall be installed as shown in the E-series plans.

125-2.9 Runway End Identifier Light (REIL). Not required.

125-2.10 Precision Approach Path Indicator (PAPI). Not required.

125-2.11 Circuit Selector Cabinet. Not used.

125-2.12 Light Base and Transformer Housings. Light Base and Transformer Housings should conform to the requirements of AC 150/5345-42. Light bases shall be the Type, Class, and Size as indicated on the plans. Base plates, cover plates, and adapter plates shall be provided to accommodate various sizes of fixtures.

125-2.13 Isolation Transformers. Isolation Transformers shall be of the Type and size as required for each installation. Transformer shall conform to AC 150/5345-47.

125-2.14 Fixture Hold Down Bolts. Fixture hold down bolts and installations shall adhere to the following requirements: Bolts shall be all-thread, fluoropolymer coated, SAE Grade 5, in accordance with FAA Engineering Brief No. 83. All other bolts shall be all-thread, 18-8, Type 304 stainless steel. Bolt information shall be submitted for approval of the Engineer. Submittal shall specifically identify, as a minimum, the bolt material, dimensions, and threading. Bolt material shall be readily identifiable in the field by appropriate ASTM markings on the bolts or by having material identified on bolt packaging, as approved through the Engineer. Stainless steel bolts shall receive anti seize compound. Grade 5 coated bolts shall not receive any anti-seize compound or lubricant.

125-2.15 High Performance Non-Shrink Grout. Where specified in the plans, a high performance non-shrink grout shall be used for backfill around light bases and conduit. This high performance non-shrink grout shall be Delpatch Elastomeric Concrete by D. S. Brown of North Baltimore, Ohio, Telephone No. 419-257-3561, or approved equivalent. Contractor shall use this product in accordance with the manufacturer's recommendations and warnings. The RPR may require that Contractor have a representative of the manufacturer onsite to demonstrate the proper use of the product if Contractor cannot demonstrate prior experience.

125-2.16 Salvage Existing Items and Return to Owner. Where specified in the plans, existing fixtures and transformers, and signs shall be returned and delivered to the CRAA maintenance department.

125-2.17 Spare Parts. The Contractor shall furnish the electrical spare parts required to Owner. All spare parts shall be identical to the parts approved and installed in the project.

Provide a quantity of spare light fixtures, transformers, and other components equal to 10%, rounded down, of the installed quantity of each piece of equipment or component in the following list. Deliver spare parts to airport maintenance as directed by the Engineer. Spare parts required are shown in Plan Set on Sheet E001.

INSTALLATION

125-3.1 Installation. The Contractor shall furnish, install, connect and test all equipment, accessories, conduit, cables, wires, buses, grounds and support items necessary to ensure a complete and operable airport lighting system as specified here and shown in the plans.

The equipment installation and mounting shall comply with the requirements of the National Electrical Code and state and local code agencies having jurisdiction.

The Contractor shall install the specified equipment in accordance with the applicable advisory circulars and the details shown on the plans.

a) General Cable Installation Requirements. The primary cable shall enter the light base and transformer housing as shown on the plans. Primary cable slack shall be provided inside the light fixture base as specified in Item L-108. In general, enough slack shall be left in the cable to permit installation aboveground of the connections between the primary cable and the isolating transformer primary leads. A similar length of primary cable slack shall be provided for any unconnected cable installed in a fixture base can. When more than one (1) circuit is installed within the lighting base, each cable shall bear its appropriate circuit identification marker. The transformer secondary leads shall be connected to the lamp leads with a disconnecting plug and receptacle. The secondary connection shall not be taped; the cable connections to the isolating transformer's leads shall be made as specified in Item L-108. Ends of cables shall be sealed with heat shrinkable tubing until the splice is made to prevent the entrance of moisture.

b) Installing Light Fixtures at Existing Bases. At locations indicated on the plans, the Contractor shall install light fixtures at existing fixture bases. This shall include providing the following items, as required and directed by the RPR.

- 1) Remove and salvage existing base cover plates.
- 2) Refurbish and prepare the base flange with flange rings or spacer rings, as required and directed by the Engineer, in order to properly install the specified light fixture.
- 3) Clean out and refurbish the interior of the bases, including conduits.
- 4) Install primary airfield lighting circuit cable.
- 5) Install fixture isolation transformers of proper specified rating and wattage.
- 6) Install specified fixtures.

c) Fixture Ground Requirements. All fixtures shall be bonded to the light base internal ground lug via a #6 AWG stranded copper wire rated for 600V with green XHHW insulation or a braided ground strap of equivalent current rating. The ground wire must be of sufficient length to allow the removal of the light fixture from the light base for routine maintenance. Light fixture manufacturer shall provide a means to attach the ground conductor to the fixture or fixture base plate, as applicable.

d) Demolition. At locations noted on plans, existing light fixtures, bases, signs, foundations, cables and other materials shall be removed. Payment for demolished lights and signs, inclusive of bases, foundations, conduits, and cables shall be made under this item as provided herein. Salvageable materials shall be delivered to the Owner salvage area or disposed of as directed by the Owner.

e) Light Installations In New Concrete Pavement. Install light fixture bases in accordance with the general requirements of paragraph 125-3.1, as shown on the plans, and as noted below. Conduit and base trench shall be filled with a concrete slurry of well graded aggregate mix with a top size aggregate of one inch. This concrete shall have a minimum 28-day compressive strength of 4,000 psi. The aggregate and other material shall meet the requirements of P-610, Concrete For Miscellaneous Structures. See applicable details shown in the plans. Light base setting and leveling jig shall not be removed for 24 hours after placing the encapsulation or until a hard set has occurred when using a high performance grout encapsulation. After installation of the light fixture, the azimuth of the light beam shall not vary more than +1/2 degree from the required direction. The elevation of the light fixture outside edge shall be flush with the surrounding surface elevation such that the elevation of the fixture is not more than +0 inches higher than nor -1/16 inch lower than the elevation of the pavement. If this tolerance is not met, the Contractor shall, at its own expense, remove and replace the light base extension (top section) to the satisfaction of the Engineer. In concrete light bases shall have one, two or more 2 inch threaded metallic hubs for all required conduit entrances, as indicated on the plans. Grommeted conduit entrances are strictly prohibited except where shown on the plans.

Assemble the light fixture in accordance with the manufacturer's instructions. Connect the secondary leads of the transformer to the fixture leads with a disconnecting plug and receptacle conforming to AC 150/5345 26 without taping the joint. Install a lamp of the proper rating in the fixture. Level each fixture as recommended by the manufacturer.

Install in accordance with the general requirements noted in paragraph 125-3.1.

f) Light Installations In Existing Concrete Pavement. Install light fixture bases in accordance with the general requirements of paragraph 125-3.1, as shown on the plans, and as noted below. The pavement core and backfill is included as part of light installation pay item. Conduit trench and base core shall be backfilled in accordance with applicable details shown in the plans.

After installation of the light fixture, the azimuth of the light beam shall not vary more than 1/2 degree from the required direction. The elevation of the light fixture outside edge shall be flush with the surrounding surface elevation such that the elevation of the fixture is not more than +0 inch higher than or -1/16 inch lower than the elevation of the pavement. If this tolerance is not met, the Contractor shall, at its own expense, remove and replace the fixture to the satisfaction of the Engineer.

In-pavement light bases shall have one, two, or more hubs for all required conduit entrances, as indicated on the plans. Grommeted conduit entrances are strictly prohibited except where shown on the plans.

Assemble the light fixture in accordance with the manufacturer's instructions. Connect the secondary leads of the transformer to the fixture leads with a disconnecting plug and receptacle conforming to AC 150/5345 26 without taping the joint. Install a lamp of the proper rating in the fixture. Level each fixture as recommended by the manufacturer.

Install in accordance with the general requirements noted in paragraph 125-3.1.

Assemble the light fixture in accordance with the manufacturer's instructions. Connect the secondary leads of the transformer to the fixture leads with a disconnecting plug and receptacle conforming to AC 150/5345-26 without taping the joint. Install a lamp of the proper rating in the fixture. Level each fixture as recommended by the manufacturer.

Install in accordance with the general requirements noted in paragraph 125-3.1.

125-3.2 Testing. All lights shall be fully tested by continuous operation for not less than 24 hours as a completed system prior to acceptance. The test shall include operating the constant current regulator in each step not less than 10 times at the beginning and end of the 24-hour test. The fixtures shall illuminate properly during each portion of the test.

125-3.3 Shipping and Storage. Equipment shall be shipped in suitable packing material to prevent damage during shipping. Store and maintain equipment and materials in areas protected from weather and physical damage. Any equipment and materials, in the opinion of the RPR, damaged during construction or storage shall be replaced by the Contractor at no additional cost to the owner. Painted or galvanized surfaces that are damaged shall be repaired in accordance with the manufacturer's recommendations.

125-3.4 Elevated and In-pavement Lights. Water, debris, and other foreign substances shall be removed prior to installing fixture base and light.

A jig or holding device shall be used when installing each light fixture to ensure positioning to the proper elevation, alignment, level control, and azimuth control. Light fixtures shall be oriented with the light beams parallel to the runway or taxiway centerline and facing in the required direction. The outermost edge of fixture shall be level with the surrounding pavement. Surplus sealant or flexible embedding material shall be removed. The holding device shall remain in place until sealant has reached its initial set.

METHOD OF MEASUREMENT

125-4.1 Reflective markers will be measured by the number installed as completed units in place, ready for operation, and accepted by the RPR. Runway and taxiway lights will be measured by the number of each type installed as completed units in place, ready for operation, and accepted by the RPR. Guidance signs will be measured by the number of each type and size installed as completed units, in place, ready for operation, and accepted by the RPR.

BASIS OF PAYMENT

125-5 Payment will be made at the Contract unit price for each complete taxiway light, guidance sign, reflective marker installed by the Contractor and accepted by the RPR. This payment will be full compensation for furnishing all materials and for all preparation, assembly, and installation of these materials, and for all labor, equipment, tools and incidentals necessary to complete this item.

Payment will be made under:

Item L-125-5.1	L-861T(L) Elevated Taxiway Edge Light on Existing Base Can, Including Isolation Transformer and Connections – per each
Item L-125-5.2	New Isolation Transformer and Connections For Existing Guidance Signs and Wind Cones – per each
Item L-125-5.3	LED Transition Kit For Existing Guidance Signs – per each
Item L-125-5.4	Replace Existing 2-Hub, L-867 Base Can With 3-Hub – per each

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Advisory Circulars (AC)

AC 150/5340-18	Standards for Airport Sign Systems
AC 150/5340-26	Maintenance of Airport Visual Aid Facilities
AC 150/5340-30	Design and Installation Details for Airport Visual Aids
AC 150/5345-5	Circuit Selector Switch
AC 150/5345-7	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
AC 150/5345-26	Specification for L-823 Plug and Receptacle, Cable Connectors
AC 150/5345-28	Precision Approach Path Indicator (PAPI) Systems
AC 150/5345-39	Specification for L-853, Runway and Taxiway Retroreflective Markers
AC 150/5345-42	Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories
AC 150/5345-44	Specification for Runway and Taxiway Signs
AC 150/5345-46	Specification for Runway and Taxiway Light Fixtures
AC 150/5345-47	Specification for Series to Series Isolation Transformers for Airport Lighting Systems
AC 150/5345-51	Specification for Discharge-Type Flashing Light Equipment
AC 150/5345-53	Airport Lighting Equipment Certification Program

Engineering Brief (EB)

EB No. 67	Light Sources Other than Incandescent and Xenon for Airport and Obstruction Lighting Fixtures
-----------	---

END OF ITEM L-125

Item L-126 Maintenance of Airport Lighting Systems

DESCRIPTION

126-1.1 This item shall consist of temporary airport lighting systems furnished and installed in accordance with the plans, this specification, the referenced specifications, and the applicable advisory circulars (ACs). The systems shall be installed at the locations and in accordance with the dimensions, design, and details shown in the plans. This item shall include the furnishing of all equipment, materials, services, and incidentals necessary to place the systems in operation as completed units to the satisfaction of the RPR.

Temporary systems shall include wiring, temporary connections/jumpers, and any power/controls required to keep the lighting systems operational during construction. It shall also include the protection and eventual removal of all temporary systems during and upon completion of the project. Exact locations of the temporary wiring and its protection shall be confirmed and provided, as required, by the electrical contractor, and shall be approved by both the airport and engineer.

EQUIPMENT AND MATERIALS

126-2.1 General.

a. Airport lighting equipment and materials covered by Federal Aviation Administration (FAA) specifications shall be certified under the Airport Lighting Equipment Certification Program in accordance with AC 150/5345-53, current version. FAA certified airfield lighting shall be compatible with each other to perform in compliance with FAA criteria and the intended operation. If the Contractor provides equipment that does not perform as intended because of incompatibility with the system, the Contractor assumes all costs to correct the system for to operate properly.

b. Manufacturer's certifications shall not relieve the Contractor of their responsibility to provide materials in accordance with these specifications and acceptable to the RPR. Materials supplied and/or installed that do not comply with these specifications shall be removed, when directed by the RPR and replaced with materials, which do comply with these specifications, at the sole cost of the Contractor.

c. All materials and equipment used shall be submitted to the RPR for approval prior to ordering the equipment. Submittals consisting of marked catalog sheets or shop drawings shall be provided. Clearly mark each copy to identify pertinent products or models applicable to this project. Indicate all optional equipment and delete non-pertinent data. Submittals for components of electrical equipment and systems shall identify the equipment for which they apply on each submittal sheet. Markings shall be clearly made with arrows or circles (highlighting is not acceptable). The Contractor shall be responsible for delays in the project accruing directly or indirectly from late submissions or resubmissions of submittals.

d. The data submitted shall be sufficient, in the opinion of the RPR, to determine compliance with the plans and specifications. The Contractor's submittals shall be submitted in electronic PDF format, tabbed by specification section. The RPR reserves the right to reject any or all equipment, materials, or procedures, which, in the RPR's opinion, does not meet the system design and the standards and codes, specified herein.

126-2.2 Conduit/Duct. Conduit shall conform to Specification Item L-110 Airport Underground Electrical Duct Banks and Conduits.

126-2.3 Cable and Counterpoise. Cable and Counterpoise shall conform to Item L-108 Underground Power Cable for Airports.

126-2.4 Tape. Rubber and plastic electrical tapes shall be Scotch Electrical Tape Numbers 23 and 88 respectively, as manufactured by 3M Company or an approved equal.

126-2.5 Cable Connections. Cable Connections shall conform to Item L-108 Installation of Underground Cable for Airports.

126-2.6 Runway and Taxiway Lights. Runway and taxiway lights shall conform to the requirements of AC 150/5345-46. Lamps shall be of size and type indicated, or as required by fixture manufacturer for each lighting fixture required under this contract. Filters shall be of colors conforming to the specification for the light concerned or to the standard referenced.

For fixtures and 3/4" thick blank cover plates installed on L-868 light bases the contractor shall provide coated carbon steel bolts with a minimum clamping force as determined by FAA Engineering Brief #83A to exceed 4,900 lbs. The bolts shall be installed in accordance with the requirements of FAA Engineering Brief #83A. Prior to ordering the L-868 light base bolts the contractor shall provide a shop drawing submittal with the bolt data for review by the RPR. This data shall include the bolt specification, the manufacturer's recommended bolt torque, and bolt clamping force.

126-2.7 Runway and Taxiway Signs. Runway and Taxiway Guidance Signs should conform to the requirements of AC 150/5345-44.

126-2.8 Light Base and Transformer Housings. Light Base and Transformer Housings should conform to the requirements of AC 150/5345-42. Light bases shall be Type L-867 or L-868, Class 1B, Size B shall be provided as indicated or as required to accommodate the fixture or device installed thereon. Base plates, cover plates, and adapter plates shall be provided to accommodate various sizes of fixtures.

126-2.9 Isolation Transformers. Isolation Transformers shall be of type and size as required for each installation. Transformer shall conform to AC 150/5345-47.

126.2.10 Salvaged Materials. The Contractor may use salvaged materials for temporary construction where required. The permission for temporary work and using salvaged materials shall be obtained from the RPR.

INSTALLATION

126-3.1 Installation. The Contractor shall maintain the airport lighting systems during the various phases of the work as shown on the phasing plan(s) or as directed by the RPR. The Contractor shall be responsible for all temporary connections in the field or at the regulator necessary for operation of the circuits during construction. All existing electrical equipment and lighting systems shall be kept in operations unless prior approval of the RPR has been received and as otherwise specified below and on the Drawings.

The installation and/or removal of lighting equipment may be critical to airport operations; therefore, the Contractor shall follow work schedules established in the plans and specifications or as directed by the RPR. The temporary systems shall be installed in accordance with the contract documents, FAA Advisory Circulars, and, if applicable, the National Electrical Code, and/or local code requirements.

Temporary electrical fixtures and conductors are allowable, when necessary, but shall be installed as follows:

- a. Temporary lights shall be bolted to the pavement in a manner rendering the light stationery and allowing space for conductors to enter or exit and to be spliced.
- b. When the above is not practical, lights shall be fastened to a weighted object adaptable for the purpose and of sufficient weight to inhibit movement by jet engine blast.
- c. Temporary conductors supplying temporary lights shall be installed in a rigid galvanized steel conduit system and secured every five feet to prevent movement by jet engine blast. Conduit shall comply with Item L-110.
- d. All joints or spliced in temporary conductors shall have heat shrink tubing with integral sealant applied to secure mechanical and electrical connections and prevent water entry.
- e. All plug-in connections shall have heat shrink tubing with integral sealant applied to prevent accidental disconnection and shall be color code taped to expedite quick, efficient disconnection and restoration.
- f. Temporary airfield lighting and signage shall conform as closely as possible to permanent locations normally on the taxiway or runway and that shall guide aircraft in a safe path away from all possible accident-prone areas.

Closed taxiways and runways shall be so marked in a manner acceptable to FAA and the Owner and said marking shall be kept in acceptable condition. This item shall include, at the RPR's discretion the temporary removal or covering of airfield signage.

CAUTION: The series lighting circuit(s) must always be complete before a regulator is energized. Normal circuit voltage is less than 5,000 volts, open circuit voltage can be more than 10,000 volts. All personnel shall be instructed to protect the integrity of the lighting circuit(s). Turn off, lock out, and tag the constant current regulator(s) at the vault before opening the circuit(s). Continuity of the circuit(s) shall be checked before the regulator(s) are reconnected and reenergized.

126-3.2 Temporary Wiring. The Contractor shall provide temporary wiring as required to reconnect existing airfield lighting and signage to provide guidance for aircraft to pass through the construction areas on those taxiways/runways, which must stay open. Cable shall comply with Item L-108.

126-3.3 Testing. It shall be the Contractor's responsibility to determine that all airfield lighting circuits, except those that are serving closed taxiways or runways, are completely operational, using tower controls (if applicable), at the end of each work shift and shall so certify to the RPR before leaving the work site. Day shift report of system operation shall be at 4 p.m. Second shift report shall be 1 hour before dark.

Any other shift shall report 1 hour prior to the need for airfield lighting or as determined by the RPR. Should inclement weather cause limited visibility, the RPR may require additional status reports of system operability and may call for the operation of the lighting system at any time. In the event of lighting system failure, the Contractor shall immediately take the necessary steps to restore proper operation.

126-3.4 Existing circuits. Whenever the scope of work requires connection to an existing

circuit, the circuit's insulation resistance shall be tested, in the presence of the RPR. This test shall be performed in accordance with paragraph L-108-2.11 and L-108-3.10 prior to any activity affecting the respective circuit. The Contractor shall record the results. The second reading shall be equal to or greater than the first reading or the Contractor shall make the necessary repairs to the circuit to bring the second reading above the first reading. All repair costs, including a complete replacement of the L-823 connectors, L-830 transformers, and L-824 cable, etc., if necessary, shall be borne by the Contractor. All test reports shall be submitted in the Operations and Maintenance (O&M) Manual.

METHOD OF MEASUREMENT

126-4.1 Maintenance of airport lighting systems will be measured for payment on a lump sum basis. Work for this item shall include any temporary equipment, cables, conduit, and/or connectors required to keep the airfield lighting system(s) operations during construction. This item shall also include the removal of the items when no longer needed.

BASIS OF PAYMENT

126-5.1 Payment will be made at the contract lump sum price for Maintenance of Airport Lighting Systems, Including Temporary Connections/Jumpers and Power/Controls, As Needed. This price shall be full compensation for temporary jumpers, connections, conduit, etc. and for all labor, equipment tools, and incidentals necessary to complete this item in accordance with the provisions and intent of the plans and specifications.

Payment will be made under:

- | | |
|----------------|--|
| Item L-126-5.1 | Maintenance of Airport Lighting Systems, Including Temporary Connections/Jumpers and Power/Controls, As Needed – Per Lump Sum |
| Item L-126-5.2 | Airfield Circuit Wiring Locating, Protecting, Cleaning, Racking, and Tagging in All Structures Entered During Project – Per Lump Sum |

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Advisory Circulars (AC)

- | | |
|----------------|--|
| AC 150/5340-18 | Standards for Airport Sign Systems |
| AC 150/5340-26 | Maintenance of Airport Visual Aid Facilities |
| AC 150/5340-30 | Design and Installation Details for Airport Visual Aids |
| AC 150/5345-7 | Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits |
| AC 150/5345-26 | Specification for L-823 Plug and Receptacle, Cable Connectors |
| AC 150/5345-42 | Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories |

AC 150/5345-44	Specification for Runway and Taxiway Signs
AC 150/5345-46	Specification for Runway and Taxiway Light Fixtures
AC 150/5345-47 Lighting Systems	Specification for Series to Series Isolation Transformers for Airport
AC 150/5345-51	Specification for Discharge-Type Flashing Light
Equipment AC 150/5345-53	Airport Lighting Equipment Certification Program

(This page intentionally left blank)