

Contract Number: C03263

Contract Name: STATEWIDE AV-FY27-001

VERMONT

AGENCY OF TRANSPORTATION

PROPOSAL

VTRANS STANDARD SPECIFICATIONS FOR CONSTRUCTION, DIV 100, DATED 2024 SHALL APPLY TO THIS CONTRACT AS WELL AS ALL APPLICABLE FAA ADVISORY CIRCULARS.
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ELECTRONIC BID BOND to be submitted in the amount of 5% of the Contractor's bid.

BIDDING PROCEDURE

Bid Proposals will not be read unless accompanied by an electronic bid bond, and they may be rejected as irregular if they are not in compliance with Agency specifications.

NOTE: All bid proposals shall be properly filled out and submitted electronically utilizing iCX Web System services.

VTrans Mission and Vision

Through excellent customer service, provide for the safe and efficient movement of people and goods.
A safe, reliable, and multimodal transportation system that grows the economy, is affordable to use and operate, and serves vulnerable populations.

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SPECIAL PROVISIONS

1. NOTICE TO BIDDERS – CONTRACT COMPLETION DATE. This Contract shall be completed in a Contract time of fifty-five (55) calendar days or less during the 2027 construction season, but no later than September 30, 2027.

Upon any Contractor's receipt of the VTrans Contract award letter, the Contractor shall submit to VTrans for review and approval a certified letter which states the Contract Begin Construction Date. This letter shall be received by VTrans a minimum of 14 calendar days prior to the Begin Construction Date indicated in the letter. The Begin Construction Date shall be determined by the Contractor. Upon receipt of this letter by VTrans, a formal Notice to Proceed will be processed and a pre-construction conference scheduled. Accompanying this letter, the Contractor shall submit a progress schedule as specified in Subsection 108.03.

The 55 calendar day duration given to complete the Contract will begin at 12:01 a.m. on the Begin Construction Date submitted in the letter, regardless of whether or not construction activities actually begin on that date, and will expire at 11:59 p.m. on the 55th calendar day. If the Contractor fails to complete the Contract within the 55 day Contract time or by September 30, 2027, whichever occurs sooner, liquidated damages in accordance with the provisions of Subsection 108.12(c) will be assessed for each calendar day following the 55 day Contract time, or for each working day following September 30, 2027, whichever occurs sooner, that the Contract remains unfinished.

2. NOTICE TO BIDDERS – PROHIBITION OF RUSSIAN GOODS. The Contractor is hereby notified that, pursuant to Vermont Executive Order No. 02-22, dated March 3rd, 2022, the purchase of Russian-sourced goods and goods produced by Russian entities (defined as institutions or companies that are headquartered in Russia or have their principal place of business in Russia) is prohibited. The awarded Contractor must fill out and sign the Executive Order 02-22 Vendor Certification as part of the Contract awarding process.
3. NOTICE TO BIDDERS – WORK REQUIREMENTS. In accordance with the Contract Plans, work shall occur Monday – Friday only, and during these hours only (7:00AM – 7:00PM). Work shall not occur Saturday – Sunday, or on any State or Federal holidays. Contractor work may be interrupted for larger aircraft operations.
4. NOTICE TO BIDDERS – NIGHT WORK. Contractor is hereby notified that night work will not be permitted on this Contract.

5. NOTICE TO BIDDERS – ELECTRONIC DOCUMENT MANAGEMENT. The Contractor is hereby notified that the Contractor, their subcontractors, and suppliers shall create both a Doc Express and an iCXWeb account. The Contractor shall use these applications for collection and management of electronic documents. Doc Express can be accessed at the following link: <https://docexpress.com>. iCXWeb can be accessed at the following link: vtrans.exevision.com/icx/Index.aspx.

All costs associated with the use of Doc Express and iCXWeb will be considered incidental to Item 635.1100, Mobilization/Demobilization. The State will manage the applications including Contract setup upon Contract execution.

To create an account and for more information regarding the use of Doc Express see the information at the following link:

<https://outside.vermont.gov/agency/vtrans/external/docs/construction/Contracting/DocExpressOverviewforContractors.docx>.

To create an account and for more information regarding the use of iCXWeb see the information at the following link: <https://vtrans.vermont.gov/icx>.

6. NOTICE TO BIDDERS – CONTACT WITH THE AGENCY. From the time of advertising until the actual bid opening for this Contract, all prospective Contractors, subcontractors, and suppliers shall direct all inquiries related to this Contract solely to the Agency's Contract Administration Section at AOT.ConstructionContractingInquiry@vermont.gov.

The deadline for submitting inquiries related to this Contract is 4:30 p.m. Eastern Time on March 18, 2026. Inquiries received prior to this time will receive a response from the Agency. Inquiries received after this time may receive a response at the Agency's discretion.

7. NOTICE TO BIDDERS – OTHER SPECIFICATIONS AND CONTRACT REQUIREMENTS.

FAA General Provisions

Construction Safety and Phasing Plan Rutland Southern Vermont Regional Airport

Construction Safety and Phasing Plan E. F. Knapp Airport

Construction Safety and Phasing Plan Morrisville-Stowe Airport

Construction Safety and Phasing Plan Franklin County Airport

Guidelines for Contract Provisions for Obligated Sponsors and Airport Improvement Program Projects

Guidelines for Contract Provisions for Obligated Sponsors and Airport Improvement Program Contractor Forms

USDOL Davis Bacon Wage Rates by County

Disadvantaged Business Enterprise (DBE) Policy Contract Requirements - CR-110A

Attachment C - Standard State Provisions for Contracts and Grants

Vermont Agency of Transportation Certificate of Compliance – CA271

Vermont Agency of Transportation Minimum Labor and Truck Rates – CA101

Commodity Index Prices – CA170

Schedule of Pay Items

8. NOTICE TO BIDDERS – FAA DOCUMENT SUBMITTALS REQUIRED BEFORE BIDDING.

The Contractor is hereby notified that they must prepare and submit the following documents, which are included in the proposal, as part of their request for Contract-specific prequalification. If a Contractor fails to submit these documents as specified below, they will not be approved to bid on this Contract. These documents are mandated as part of the *Guidelines for Contract Provisions for Obligated Sponsors and Airport Improvement Program Projects*.

(a) A3 FAA AIP Buy American Preferences. The Contractor shall fill in and sign the last page of the form.

(b) A21 FAA AIP Tax Delinquency and Felony Conviction Form. The Contractor shall place a check mark between the appropriate parentheses and initial their acceptance in that area.

9. NOTICE TO BIDDERS – DAVIS-BACON. U.S. Department of Labor Davis-Bacon wage rates are applicable to this Contract. Copies of the applicable rates are included in this proposal.

In the included wage rates, the requirements of Executive Order 13658 and 14026 do not apply to this Contract.

10. NOTICE TO BIDDERS – STANDARD DRAWINGS. The Vermont Agency of Transportation Standard Drawings listed on the Index of Sheets are not included in the plan set, but may be found at the following address:
https://resources.vtrans.vermont.gov/resources/cadd/VAOTconSTD_Name.xml?_gl=1*6cpy62*_ga*MTU5MTQ3NTcyNi4xNzIwMjM5NjI0*_ga_V9WQH77KLW*cze3NTI3NTYyMzQkbzE3NCRnMSR0MTc1Mjc1NjkwMyRqNjAkbDAkaDA.
11. NOTICE TO BIDDERS – INFORMATIONAL DOCUMENTS. The Contractor is hereby notified that the following informational documents for this Contract are available on iCXWeb and the VTrans Bid Opportunities website. These documents are being provided during the bid solicitation period for informational purposes only.
 - (a) Traffic Management Plan (TMP) Checklist
 - (b) Public Bid Opening Notice
 - (c) Award of Contract Notice
12. NOTICE TO BIDDERS – SURFACE WATER WITHDRAWAL. The Contractor is hereby notified that the Vermont state law, Act 135 of 2022, requires any person withdrawing surface water (as defined in 10 V.S.A. § 1002 (20)) to register with and report the water withdrawal and usage to the Vermont Department of Environmental Conservation beginning January 1, 2023. Guidance can be found here: <https://dec.vermont.gov/watershed/rivers/streamflow-protection/act-135-surface-water-withdrawal-registration-and-reporting>

13. NOTICE TO BIDDERS – ENVIRONMENTAL COMMITMENTS.

- (a) Invasive Material. If invasive species are delineated on the Plans or found in the project area and confirmed by the Engineer, the invasive species, and any soil excavated from areas that contained the invasive species, will be termed invasive material.

The Contractor shall handle the invasive material in accordance with the VTrans State Highway System Roadside Terrestrial Invasive Plants Best Management Practices (BMPs). The Contractor shall stockpile the invasive material separately from other soil stockpile areas. A ground barrier and perimeter containment system shall be in place around the area intended for stockpiling the invasive material. Equipment shall be cleaned of all soil and plant matter prior to arriving on site in accordance with Subsection 107.06. The equipment used for excavation and transport of invasive material shall be cleaned of all soil and plant matter before being used for work in other areas in accordance with the BMPs.

To the extent possible, invasive material shall be reused on site. Invasive material shall only be reused on site in areas where the presence of the invasive species were clearly evident. If there is an excess of invasive material, it shall be wasted in accordance with the BMPs.

The cost of excavating invasive material will be paid for under the appropriate Contract excavation items. When invasive species are delineated on the Plans, the additional cost for handling invasive material, following the BMPs, cleaning equipment, and wasting excess invasive material will be incidental to all other Contract items. When invasive species are not delineated on the Plans, and compensation is not otherwise provided for in the Contract, the work of handling invasive material, following the BMPs, cleaning equipment, and wasting excess invasive material will be considered extra work in accordance with Subsection 104.03 and will be paid for in accordance with Subsection 109.06.

14. NOTICE TO BIDDERS – UTILITIES. Existing underground and aerial facilities are located throughout the project area. These underground and aerial facilities will not require adjustment during construction of this project. The Contractor is cautioned to protect these facilities from damage.

There will be no extra compensation paid to the Contractor for any inconvenience caused by working around and with the utility facilities owners, or their facilities. Should the Contractor desire additional adjustments of the utility facilities for his/her convenience, proper arrangements shall be made in conformance with Subsection 105.09 of the Standard Specifications for Construction.

The Contractor shall notify the aerial utility pole owner if excavation will be within 10 feet of an existing pole. That pole owner may choose to be onsite for this activity. There will be no excavation allowed within 5 feet of existing poles and anchoring.

Vermont Statutes Annotated, Title 30, Chapter 86 (“Dig Safe”) requires notice to Dig Safe before starting excavation activities. The Contractor must telephone Dig Safe at 811 at least 72 hours (excluding Saturdays, Sundays, and legal holidays) before, but not more than 30 days before, starting excavation activities at any location. In addition, before excavation and/or pavement grinding in or on the state highway right-of-way, the Contractor must contact the Agency’s Traffic Signal Superintendent, Dan Ertel, to obtain/verify the location of Agency’s underground utility facilities or to confirm the absence of such facilities. Dan can be reached at (802) 343-2188. For any construction related activity that involves a State Airport property, the Contractor must contact Airport Operations Manager Chris Beitzel. Chris can be reached at (802) 272-7725, Chris.Beitzel@vermont.gov.

The Contractor is advised that many towns are not members of Dig Safe. It is the Contractor’s responsibility to check with the towns prior to excavation, and it shall protect and restore any utilities damaged within the project limits as set forth in Subsection 107.12.

All Contractors, subcontractors or material suppliers involved in any project-related activity shall comply with all applicable codes and regulations related to working around live electrical lines; including, but not limited to maintaining the required minimum clear distance from an electrical utility facility. The Contractor’s Competent Safety Officer shall be well versed in OSHA and VOSHA regulations and shall be capable of implementing a plan to conform to these regulations during execution of work.

15. NOTICE TO BIDDERS – CONCURRENT CONSTRUCTION. The Contractor is made aware of the following VTrans construction project(s) which are expected to be in progress within the area of this project during its construction.

TABLE 1 – CONCURRENT CONSTRUCTION PROJECTS

Project	Contractor	Anticipated Contract Completion Date
AV-FY24-006 (Clarendon)	TBD	November 2027
AV-FY26-003 (Highgate)	TBD	November 2027

This list is not all-inclusive and it is possible there may be other VTrans, municipal, or private construction projects within the area of this project during its construction.

The Contractor shall coordinate construction schedules and traffic control with the work required for these projects.

There will be no extra compensation paid to the Contractor for any inconvenience caused by working around these or other projects.

16. NOTICE TO BIDDERS – SPECIAL CONSTRUCTION REQUIREMENTS.

- (a) The Contractor shall maintain a safe access to all active aircraft areas at all times during the construction of this project.
- (b) Prior to final acceptance of the project, all paved active aircraft areas shall be swept and cleaned of all extraneous material. Costs for this work will not be paid for directly, but will be considered incidental to all Contract items.
- (c) There are special events throughout the year that may require close communication and coordination between the Contractor and the municipality to reduce conflicts. The municipality will advise the Engineer and Contractor of the specifics of each event and the Engineer will direct the Contractor as to what actions, if any, will be necessary on the Contractor's part to minimize impacts to the event. Special events that may conflict with Contractor operations are not limited to those which may be listed in this Notice to Bidders. There will be no extra compensation paid to the Contractor for any inconvenience caused by working around any listed or unlisted special events.

17. NOTICE TO BIDDERS – ADDITIVE ALTERNATE ITEMS. A complete bid proposal for this Contract must include bid prices for the Base Items and for each Additive Alternate as indicated in the Schedule of Items.

The apparent low bidder will be the responsible bidder submitting the lowest total bid for the Base Items plus any awarded Additive Alternates.

If an award is made, the State will award one of the following, in this order of priority, maximizing the available funding:

- (a) Base Items (RUT) only
 - (b) Base Items plus Additive Alternate 1 (MPV)
 - (c) Base Items plus Additive Alternate 1 (MPV) and Additive Alternate 2 (MVL)
 - (d) Base Items plus Additive Alternate 1 (MPV) plus Additive Alternate 2 (MVL) and Additive Alternate 3 (FSO).
18. NOTICE TO BIDDERS – SUBSECTION 105.11(b). Subsection 105.11(b) is hereby modified by being deleted in its entirety and replaced with the following:
- (b) Permanent Marking Layout. The Contractor shall be responsible for the layout of the permanent traffic markings in accordance with the Plans. The Engineer will verify the layout of the permanent traffic markings, including passing zones and breaks for town highways.
19. NOTICE TO BIDDERS – SUBSECTION 107.21(b). Subsection 107.21(b) is hereby modified by deleting the phrase “M-22-11” from the second sentence and replacing it with the phrase “M-24-02”.

20. NOTICE TO BIDDERS – TABLE 108.12A. Table 108.12A is hereby modified by being deleted in its entirety and replaced with the following:

TABLE 108.12A – DAILY LIQUIDATED DAMAGES CHARGE PER WORKING DAY OF DELAY

Original Contract Amount		Daily Charge per Working Day of Delay
From More Than	To and Include	
\$0	\$1,500,000	\$3,200
\$1,500,000	\$3,000,000	\$3,400
\$3,000,000	\$5,000,000	\$3,600
\$5,000,000	\$10,000,000	\$4,100
\$10,000,000	\$15,000,000	\$4,700
\$15,000,000	\$20,000,000	\$5,200
\$20,000,000	--	\$5,800

21. NOTICE TO BIDDERS – SUBSECTION 646.04(d). Subsection 646.04(d) is hereby modified by deleting the first sentence of the first paragraph in its entirety and replacing it with the following:

The Contractor shall be responsible for the layout for the permanent traffic markings as specified in Subsection 105.11(b).

22. NOTICE TO BIDDERS – SUBSECTION 728.02. When material is supplied in accordance with Subsection 728.02(b) or Subsection 728.02(e), material in accordance with AASHTO M 180-18 may be substituted in place of material meeting AASHTO M 180-23.

23. NOTICE TO BIDDERS – SECTION 699 (PAY ITEM 699.3950). The Contractor is hereby notified that for this Contract, pay item 699.3950 shall meet the requirements of FAA Specification P-605 below.

P-605 JOINT SEALANTS FOR PAVEMENTS

605-1.1 DESCRIPTION. This item shall consist of providing and installing a resilient and adhesive joint sealing material capable of effectively sealing joints in pavement; joints between different types of pavements; and cracks in existing pavement.

605-2.1 MATERIALS.

Materials shall meet the following requirements:

- (a) JOINT SEALANT. Joint sealant materials shall meet the requirements of ASTM D6690 Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements. Each lot or batch of sealant shall be delivered to the jobsite in the manufacturer's original sealed container. Each container shall be marked with the manufacturer's name, batch or lot number, the safe heating temperature, and shall be accompanied by the manufacturer's certification stating that the sealant meets the requirements of this specification.
- (b) BACKER ROD. The material furnished shall be a compressible, non-shrinking, non-staining, non-absorbing material that is non-reactive with the joint sealant in accordance with ASTM D5249. The backer-rod material shall be $25\% \pm 5\%$ larger in diameter than the nominal width of the joint.
- (c) BOND BREAKING TAPE. Provide a bond breaking tape or separating material that is a flexible, non-shrinkable, non-absorbing, non-staining, and non-reacting adhesive-backed tape. The material shall have a melting point at least 5°F greater than the pouring temperature of the sealant being used when tested in accordance with ASTM D789. The bond breaker tape shall be approximately $1/8$ inch wider than the nominal width of the joint and shall not bond to the joint sealant.

605-3.1 CONSTRUCTION REQUIREMENTS.

- (a) TIME OF APPLICATION. Joints shall be sealed as soon after completion of the curing period as feasible and before the pavement is opened to traffic, including construction equipment. The pavement temperature shall be 50°F and rising at the time of application of the poured joint sealing material. Do not apply sealant if moisture is observed in the joint.
- (b) EQUIPMENT. Machines, tools, and equipment used in the performance of the work required by this section shall be approved before the work is started and maintained in satisfactory condition at all times. Submit a list of proposed equipment to be used in performance of construction work including descriptive data, 30 days prior to use on the project.
 - (1) Tractor-mounted routing tool. Provide a routing tool, used for removing old sealant from the joints, of such shape and dimensions and so mounted on the tractor that it will not damage the sides of the joints. The tool shall be designed so that it can be adjusted to remove the old material to varying depths as required. The use of V-shaped tools or rotary impact routing devices will not be permitted. Hand-operated spindle routing devices may be used to clean and enlarge random cracks.
 - (2) Concrete saw. Provide a self-propelled power saw, with water-cooled diamond or abrasive saw blades, for cutting joints to the depths and widths specified.

- (3) Sandblasting equipment. The Contractor must demonstrate sandblasting equipment including the air compressor, hose, guide and nozzle size, under job conditions, before approval in accordance with paragraph 605-3.1(c) The Contractor shall demonstrate, in the presence of the Resident Project Representative (RPR), that the method cleans the joint and does not damage the joint.
 - (4) Waterblasting equipment. The Contractor must demonstrate waterblasting equipment including the pumps, hose, guide and nozzle size, under job conditions, before approval in accordance with paragraph 605-3.1(c). The Contractor shall demonstrate, in the presence of the RPR, that the method cleans the joint and does not damage the joint.
 - (5) Hand tools. Hand tools may be used, when approved, for removing defective sealant from a crack and repairing or cleaning the crack faces. Hand tools should be carefully evaluated for potential spalling effects prior to approval for use.
 - (6) Hot-poured sealing equipment. The unit applicators used for heating and installing ASTM D6690 joint sealant materials shall be mobile and shall be equipped with a double-boiler, agitator-type kettle with an oil medium in the outer space for heat transfer; a direct-connected pressure-type extruding device with a nozzle shaped for inserting in the joint to be filled; positive temperature devices for controlling the temperature of the transfer oil and sealant; and a recording type thermometer for indicating the temperature of the sealant. The applicator unit shall be designed so that the sealant will circulate through the delivery hose and return to the inner kettle when not in use.
 - (7) Cold-applied, single-component sealing equipment. Not Used.
- (c) PREPARATION OF JOINTS. Pavement joints for application of material in this specification must be dry, clean of all scale, dirt, dust, curing compound, and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method cleans the joint and does not damage the joint.
- (1) Sawing. All joints shall be sawed in accordance with specifications and plan details. Immediately after sawing the joint, the resulting slurry shall be completely removed from joint and adjacent area by flushing with a jet of water, and by use of other tools as necessary.

- (2) Sealing. Immediately before sealing, the joints shall be thoroughly cleaned of all remaining laitance, curing compound, filler, protrusions of hardened concrete, old sealant and other foreign material from the sides and upper edges of the joint space to be sealed. Cleaning shall be accomplished by sandblasting, tractor-mounted routing equipment, concrete saw, waterblaster as specified in paragraph 605-3.1(b). The newly exposed concrete joint faces and the pavement surface extending a minimum of 1/2 inch from the joint edge shall be sandblasted clean. Sandblasting shall be accomplished in a minimum of two passes. One pass per joint face with the nozzle held at an angle directly toward the joint face and not more than 3 inches from it. After final cleaning and immediately prior to sealing, blow out the joints with compressed air and leave them completely free of debris and water. The joint faces shall be surface dry when the seal is applied.
- (3) Backer Rod. When the joint opening is of a greater depth than indicated for the sealant depth, plug or seal off the lower portion of the joint opening using a backer rod in accordance with paragraph 605-2.1(b) to prevent the entrance of the sealant below the specified depth. Take care to ensure that the backer rod is placed at the specified depth and is not stretched or twisted during installation.
- (4) Bond-breaking tape. Where inserts or filler materials contain bitumen, or the depth of the joint opening does not allow for the use of a backup material, insert a bond-separating tape breaker in accordance with paragraph 605-2.1(b) to prevent incompatibility with the filler materials and three-sided adhesion of the sealant. Securely bond the tape to the bottom of the joint opening so it will not float up into the new sealant.
- (d) PREPARATION OF SEALANTS. Joints shall be inspected for proper width, depth, alignment, and preparation, and shall be approved by the RPR before sealing is allowed. Sealants shall be installed in accordance with the following requirements:

Immediately preceding, but not more than 50 feet ahead of the joint sealing operations, perform a final cleaning with compressed air. Fill the joints from the bottom up to 1/8 inch \pm 1/16 inch below the top of pavement surface; or bottom of groove for grooved pavement. Remove and discard excess or spilled sealant from the pavement by approved methods. Install the sealant in such a manner as to prevent the formation of voids and entrapped air. In no case shall gravity methods or pouring pots be used to install the sealant material. Traffic shall not be permitted over newly sealed pavement until authorized by the RPR. When a primer is recommended by the manufacturer, apply it evenly to the joint faces in accordance with the manufacturer's instructions. Check the joints frequently to ensure that the newly installed sealant is cured to a tack-free condition within the time specified.

- (e) INSPECTION. The Contractor shall inspect the joint sealant for proper rate of cure and set, bonding to the joint walls, cohesive separation within the sealant, reversion to liquid, entrapped air and voids. Sealants exhibiting any of these deficiencies at any time prior to the final acceptance of the project shall be removed from the joint, wasted, and replaced as specified at no additional cost to the airport.
- (f) CLEAN UP. Upon completion of the project, remove all unused materials from the site and leave the pavement in a clean condition.

605-4.1 METHOD OF MEASUREMENT. The quantity of P-605-5.1 Joint Sealant Filler to be measured for payment will be the number of pounds used in the complete and accepted work.

605-5.1 BASIS OF PAYMENT. Payment for P-605-5.1 Joint Sealing Filler will be paid for at the Contract unit price per pound. Payment will be full compensation for the Joint Sealing Filler complete in place and accepted by the RPR in accordance with these specifications and for furnishing all materials and for all labor, equipment, tools, and incidentals necessary to complete the work.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
699.3950 P-605-5.1 Joint Sealing Filler	Pound

- 24. NOTICE TO BIDDERS – SECTION 699 (PAY ITEM 699.4150). The Contractor is hereby notified that for this Contract, pay item 699.4150 shall meet the requirements of FAA Specification P-620 below.

P-620 RUNWAY AND TAXIWAY MARKING

620-1.1 DESCRIPTION. This item shall consist of the preparation and painting of numbers, markings, and stripes on the surface of runways, taxiways, and aprons, in accordance with these specifications and at the locations shown on the plans, or as directed by the Resident Project Representative (RPR). The terms “paint” and “marking material” as well as “painting” and “application of markings” are interchangeable throughout this specification.

620-2.1 MATERIALS.

MATERIAL ACCEPTANCE. The Contractor shall furnish manufacturer’s certified test reports, for materials shipped to the project. The certified test reports shall include a statement that the materials meet the specification requirements. This certification along with a copy of the paint manufacturer’s surface preparation; marking materials, including adhesion, flow promoting and/or floatation additive; and application requirements must be submitted and approved by the Resident Project Representative (RPR) prior to the initial application of markings. The reports can be used for material acceptance or the RPR may perform verification testing. The reports shall not be interpreted as a basis for payment. The Contractor shall notify the RPR upon arrival of a shipment of materials to the site. All material shall arrive in sealed containers that are easily quantifiable for inspection by the RPR.

Table 1A. Marking Materials
 (All State Airports Except Rutland Southern Vermont Regional Airport)

Paint ¹				Glass Beads ²	
Type	Color	Fed Std. 595 Number	Application Rate Maximum	Type	Application Rate Minimum
Type I Waterborne	White	37925	115ft ² /gal	Type 1 Gradation A	7 lb/gal
Type I Waterborne	Yellow	33538 or 33655	115ft ² /gal	Type 1 Gradation A	7 lb/gal
Type I Waterborne	Black	37038	115ft ² /gal	No Beads	No Beads
Type I Waterborne	Red	31136	115ft ² /gal	Type 1 Gradation A	7 lb/gal
Type I Waterborne	Blue	*Match Existing Customs Area Color	115ft ² /gal	No Beads	No Beads

¹ See paragraph 620-2.1(a)

² See paragraph 620-2.1(b)

Table 1B. Marking Materials
 (Rutland Southern Vermont Regional Airport)

Paint ¹				Glass Beads ²	
Type	Color	Fed Std. 595 Number	Application Rate Maximum	Type	Application Rate Minimum
Type I Waterborne	White	37925	115ft ² /gal	Type III	10 lb/gal
Type I Waterborne	Yellow	33538 or 33655	115ft ² /gal	Type III	10 lb/gal
Type I Waterborne	Black	37038	115ft ² /gal	No Beads	No Beads
Type I Waterborne	Red	31136	115ft ² /gal	Type 1 Gradation A	7 lb/gal
Type I Waterborne	Green	34108	115ft ² /gal	No Beads	No Beads

¹ See paragraph 620-2.1(a)

² See paragraph 620-2.1(b)

(a) PAINT. Paint shall be waterborne in accordance with the requirements of this paragraph. Paint colors shall comply with Federal Standard No. 595 as shown. Paint shall meet the requirements of Federal Specification TT-P-1952F, Type I. The non-volatile portion of the vehicle for all paint types shall be composed of a 100% acrylic polymer as determined by infrared spectral analysis.

(b) REFLECTIVE MEDIA.

(1) All State Airports Except Rutland Southern Vermont Regional Airport. Glass beads for white, yellow and red paint shall meet the requirements for Federal Specification TT-B-1325D Type I, Gradation A.

(2) Rutland Southern Vermont Regional Airport. Glass beads for white and yellow paint shall meet the requirements for Federal Specification TT-B-1325D Type III.

Glass beads for red paint shall meet the requirements for Type I, Gradation A.

Glass beads shall be treated with all compatible coupling agents recommended by the manufacturers of the paint and reflective media to ensure adhesion and embedment.

Glass beads shall not be used in black, blue and green paint.

Type III glass beads shall not be used in red paint.

620-3.1 CONSTRUCTION METHODS.

(a) WEATHER LIMITATIONS. Painting shall only be performed when the surface is dry, and the ambient temperature and the pavement surface temperature meet the manufacturer's recommendations in accordance with paragraph 620-2.1(a). Painting operations shall be discontinued when the ambient or surface temperatures does not meet the manufacturer's recommendations. Markings shall not be applied when the wind speed exceeds 10 mph unless windscreens are used to shroud the material guns. Markings shall not be applied when weather conditions are forecasts to not be within the manufacturers' recommendations for application and dry time.

(b) EQUIPMENT. Equipment shall include the apparatus necessary to properly clean the existing surface, a mechanical marking machine, a bead dispensing machine, and such auxiliary hand-painting equipment as may be necessary to satisfactorily complete the job.

The mechanical marker shall be an atomizing spray-type or airless type marking machine with automatic glass bead dispensers suitable for application of traffic paint. It shall produce an even and uniform film thickness and appearance of both paint and glass beads at the required coverage and shall apply markings of uniform cross-sections and clear-cut edges without running or spattering and without over spray. The marking equipment for both paint and beads shall be calibrated daily.

(c) PREPARATION OF SURFACES. Immediately before application of the paint, the surface shall be dry and free from dirt, grease, oil, laitance, or other contaminants that would reduce the bond between the paint and the pavement. Use of any chemicals or impact abrasives during surface preparation shall be approved in advance by the RPR. After the cleaning operations, sweeping, blowing, or rinsing with pressurized water shall be performed to ensure the surface is clean and free of grit or other debris left from the cleaning process.

(1) Preparation of new pavement surfaces. The area to be painted shall be cleaned by broom, blower, water blasting, or by other methods approved by the RPR to remove all contaminants, including PCC curing compounds, minimizing damage to the pavement surface.

(2) Preparation of pavement to remove existing markings. Existing pavement markings shall be removed by rotary grinding, water blasting, or by other methods approved by the RPR minimizing damage to the pavement surface. The removal area may need to be larger than the area of the markings to eliminate ghost markings. After removal of markings on asphalt pavements, apply a fog seal or seal coat to 'block out' the removal area to eliminate 'ghost' markings.

(3) Preparation of pavement markings prior to remarking. Prior to remarking existing markings, loose existing markings must be removed minimizing damage to the pavement

surface, with a method approved by the RPR. After removal, the surface shall be cleaned of all residue or debris.

Prior to the application of markings, the Contractor shall certify in writing that the surface is dry and free from dirt, grease, oil, laitance, or other foreign material that would prevent the bond of the paint to the pavement or existing markings. This certification along with a copy of the paint manufacturers application and surface preparation requirements must be submitted to the RPR prior to the initial application of markings.

- (d) LAYOUT OF MARKINGS. The proposed markings shall be laid out in advance of the paint application. The locations of markings to receive glass beads shall be shown on the plans.
- (e) APPLICATION. A period of 30 days shall elapse between placement of surface course or seal coat and application of the permanent paint markings. Paint shall be applied at the locations and to the dimensions and spacing shown on the plans. Paint shall not be applied until the layout and condition of the surface has been approved by the RPR.

The edges of the markings shall not vary from a straight line more than 1/2 inch in 50 feet, and marking dimensions and spacing shall be within the following tolerances:

Marking Dimensions and Spacing Tolerance

Dimension and Spacing	Tolerance
36 inch or less	±1/2 inch
greater than 36 inch to 6 feet	±1 inch
greater than 6 feet to 60 feet	±2 inch
greater than 60 feet	±3 inch

The paint shall be mixed in accordance with the manufacturer’s instructions and applied to the pavement with a marking machine at the rate shown in Table 1. The addition of thinner will not be permitted.

Glass beads shall be distributed upon the marked areas at the locations shown on the plans to receive glass beads immediately after application of the paint. A dispenser shall be furnished that is properly designed for attachment to the marking machine and suitable for dispensing glass beads. Glass beads shall be applied at the rate shown in Table 1. Glass beads shall not be applied to black paint or green paint. Glass beads shall adhere to the cured paint or all marking operations shall cease until corrections are made. Different bead types shall not be mixed. Regular monitoring of glass bead embedment and distribution should be performed.

Preformed thermoplastic pavement markings shall not used.

- (f) CONTROL STRIP. Prior to the full application of airfield markings, the Contractor shall prepare a control strip in the presence of the RPR. The Contractor shall demonstrate the surface

preparation method and all striping equipment to be used on the project. The marking equipment must achieve the prescribed application rate of paint and population of glass beads (per Table 1) that are properly embedded and evenly distributed across the full width of the marking. Prior to acceptance of the control strip, markings must be evaluated during darkness to ensure a uniform appearance.

- (g) **RETRO-REFLECTANCE.** Reflectance shall be measured with a portable retro-reflectometer meeting ASTM E1710 (or equivalent). A total of 6 reading shall be taken over a 6 square foot area with 3 readings taken from each direction. The average shall be equal to or above the minimum levels of all readings which are within 30% of each other.

Minimum Retro-Reflectance Values

Material (Beads)	Retro-reflectance mcd/m ² /lux		
	White	Yellow	Red
Initial Type I, Gradation A	300	175	35
Initial Type III	600	300	N/A
All materials, remark when less than ¹	100	75	10

¹ Prior to remarking determine if removal of contaminants on markings will restore retro-reflectance

- (h) **PROTECTION AND CLEAN UP.** After application of the markings, all markings shall be protected from damage until dry. All surfaces shall be protected from excess moisture and/or rain and from disfiguration by spatter, splashes, spillage, or drippings. The Contractor shall remove from the work area all debris, waste, loose reflective media, and by-products generated by the surface preparation and application operations to the satisfaction of the RPR. The Contractor shall dispose of these wastes in strict compliance with all applicable state, local, and federal environmental statutes and regulations.

620-4.1 METHOD OF MEASUREMENT. The quantity of P-620-5.2b Markings of the color and type specified to be measured for payment will be number of square feet used in the complete and accepted work.

620-5.1 BASIS OF PAYMENT. The accepted quantity of P-620-5.2b Markings of the color and type specified will be paid for the Contract unit price per square foot. Payment will be full compensation for the markings complete in place and accepted by the RPR in accordance with these specifications and for furnishing all materials and for all labor, equipment, tools, and incidentals necessary to complete the work.

The cost of reflective media, surface preparation, control strips, protection and clean up will not be paid for directly but will be considered incidental to P-620-5.2b Markings of the color and type specified.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
699.4150 P-620-5.2b Markings (White/Yellow Markings with Type 1A Glass Beads).....	Square Foot
699.4150 P-620-5.2b Markings (White/Yellow Markings with Type III Glass Beads)	Square Foot
699.4150 P-620-5.2b Markings (Red Markings with Type 1A Glass Beads)	Square Foot
699.4150 P-620-5.2b Markings (Black Markings without Glass Beads)	Square Foot
699.4150 P-620-5.2b Markings (Green Markings without Glass Beads)	Square Foot
699.4150 P-620-5.2b Markings (Blue Markings without Glass Beads)	Square Foot

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PART 1 – GENERAL CONTRACT PROVISIONS

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

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Paragraph Number	Term	Definition
		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 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

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Paragraph Number	Term	Definition
		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 Representative (RPR) to be necessary to complete the work within the intended scope of the contract as previously modified.

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Paragraph Number	Term	Definition
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

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Paragraph Number	Term	Definition
		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 is Vermont Agency of Transportation.
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.

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Paragraph Number	Term	Definition
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.
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.

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Paragraph Number	Term	Definition
		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

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Paragraph Number	Term	Definition
		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 on which the Contractor's forces engage in regular work will be considered as working days.
10-66	Owner Defined terms	

END OF SECTION 10

Section 20 Proposal Requirements and Conditions

20-01 Advertisement (Notice to Bidders). The Advertisement for Bids and Notice to Bidders can be found in separate sections of this specification manual.

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.

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.

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- 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.

The bidder shall correctly certify the proposal within iPD Web. 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.

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.

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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. Proposals shall be submitted via iPD Web. No proposal will be considered unless received by the time specified in the advertisement or as modified by Addendum.

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.

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20-14 Disqualification of bidders. See the State of Vermont's Policy and Procedures on Prequalification, Bidding, and Award of Contracts:

[Design, Bid, Build \(Traditional Bid Process\) - Resources | Agency of Transportation](#)

20-15 Discrepancies and Omissions. See the State of Vermont's Policy and Procedures on Prequalification, Bidding, and Award of Contracts:

[Design, Bid, Build \(Traditional Bid Process\) - Resources | Agency of Transportation](#)

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 is contingent upon FAA grant funding. If it is to be awarded, award shall be made on later than September 30, 2026, unless otherwise specified herein. Construction is to be completed within the 2027 Construction season.

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*.

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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*.

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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) (if required).

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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.

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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

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.

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. Refer to Special Provisions as included in the Notice to Bidders.

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 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.

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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): pdf, DGN, DWG.

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*.

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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

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 daily, along with printed reports, in an approved format, on a weekly basis. After completion of the project, and prior to

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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.

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.

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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. No Field Office is included in this contract.

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.

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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

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. Refer to the plans for detailed information.

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.

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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.

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

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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 must be specified below and 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.

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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.

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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.

VTrans Aviation Operations (Christopher Beitzel) (802) 272-7725

Dig Safe (811) (802) 344-7233

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.

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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 airport Owner 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. If execution of the project work requires a facility outage, the Contractor shall contact the FAA Point-of-Contact a minimum of 72 hours prior to the time of the required outage.

d. 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.

e. 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

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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.

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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. Refer to iDP Web Primary contract requirement and 2024 Spec Book.

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 50% 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 72 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 intermittently as follows:

- See Contract Plans

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.

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 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
Completion	Refer to table in spec book 108.12(c) Daily Liquidated Damages	55 calendar days

The maximum construction time allowed for Schedules of all work will be the sum of the time allowed for individual schedules but not more than 55 days. 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.

Term	Description
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 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	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.

Term	Description
	<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%. 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. Beams, dials, platforms, and other scale equipment shall be so arranged that the operator and the RPR can safely and conveniently view them. 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. 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. Retainage will not be withheld on this project. No retainage will be withheld by the Owner from progress payments due the prime Contractor. Retainage by the prime or subcontractors is prohibited, and no retainage will be held by the prime from progress due subcontractors.
- 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. 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 project 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.

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. Not Applicable.

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.

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.

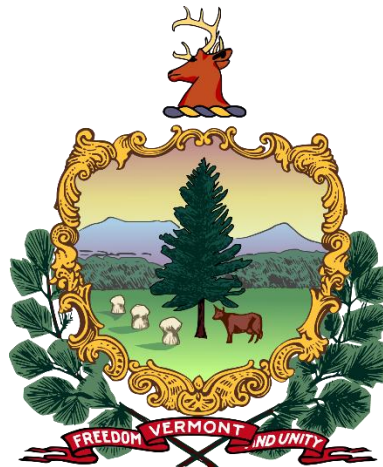
END OF SECTION 90

CONSTRUCTION SAFETY & PHASING PLAN

Statewide Crack Seal and Pavement Marking

AV-FY27-001

**Rutland – Southern Vermont Regional Airport
Rutland, Vermont**



PREPARED BY:



ALBANY, NEW YORK

February 2026

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CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

Aviation safety is the primary consideration at airports, especially during construction. This Construction Safety and Phasing Plan (CSPP) will serve as a companion document to the Project plans and specifications for the Statewide Airport Pavement Maintenance Project for Rutland – Southern Vermont Regional Airport (RUT) (Airport) and has been written in compliance with FAA AC 150/5370-2 (Current Edition), Operational Safety on Airports During Construction. The following sections detail the phasing developed for this Project and is intended to minimize the impact the Project will have on the airport while providing a logical sequence of construction activities, addressing scheduling, coordination, and airfield safety precautions as they relate to the Project.

The contractor shall submit to the engineer within 5 days after AWARD of the contract a written Safety Plan Compliance Document (SPCD) prepared in accordance with the guidance specified in FAA Advisory Circular AC 150/5370-2F Paragraph 103b, which can be located online at:

http://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5370_2f.pdf

The SPCD shall detail how the contractor will comply with the Construction Safety and Phasing Plan included herein and shown on the project drawings and in the specifications. The SPCD will specifically identify the precautions the contractor proposes for the control of vehicle traffic including flaggers, signs, escorts, and any other measures proposed. No work shall start until this SPCD is approved by the Rutland – Southern Vermont Regional Airport Operation's Staff (Airport) and Engineer.

1. SCOPE OF WORK AND PROJECT COORDINATION

The Rutland – Southern Vermont Regional Airport proposes to crack seal and pavement markings airport wide. Crack sealing and pavement marking work will take place on both Runway 1-19 and Runway 13-31 and will require alternating closures of the two runways during construction, with a full airport closure for the runway intersection.

A pre-construction meeting will be held prior to the start of construction. During the pre-construction meeting, weekly construction meetings will be scheduled to take place for the duration of the project.

If alterations occur requiring revisions to the CSPP, the revisions should be coordinated with and reviewed by FAA Airports Division. Depending on the significance of the revisions, a resubmission through OE/AAA maybe required.

Prior to construction, coordination is required with FAA ATO and FAA Tech OPS. The airport manager shall submit NOTAMs and provide additional coordination if instructed by the preapproved 7460 determination.

Once the proposed project has been advertised for bid, the Airport Manager will begin notifying airport users of the project. This is typically accomplished at commission meetings, by hanging posters at the terminal building and by posts on the airport website. The Airport Manager will also coordinate directly with tenants who are immediately adjacent to the construction area. No

relocations or major impacts to tenants are anticipated.

2. PHASING

The project involves two (2) phases of construction which are depicted in greater detail on the Construction Safety and Phasing Plans attached in Appendix A:

Phase 1 – Crack Seal

Phase 2 – Pavement Marking

The Contractor is required to submit a schedule of the overall proposed sequence of work prior to starting construction activities. The Contractor is required to confirm and coordinate work schedule with the Airport 72 hours (3 days) before work is to begin.

Any change to the project phasing as shown on the approved CSPP will require review and approval by the FAA and the Airport.

3. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

The anticipated operations impacts will vary based on normal operations of an area, construction phase, and duration of work. The Contractor is required to coordinate with Airport Operations prior to impacting operations on the Airport.

Phase 1 - Crack Sealing: Temporary closures for crack sealing include Runway 1-19, Runway 13-31, Terminal Apron, Taxiways Alpha, Bravo, Charlie, Delta, Foxtrot, Golf, Hotel, and Juliet. To manage air traffic without closing the airport, alternating runway closures (and associated taxiways) are required for the duration of the proposed work, with the workday being Monday through Friday. The work zone will be delineated with low-profile, water-ballasted, fabric closure cross at runway ends, and lighted safety barricades attached with flashing red beacons in accordance with AC 150/5370-2G, *Operational Safety on Airports during Construction*. This project is being monitored by a full-time RPR who will monitor the site for potential safety concerns.

Phase 2 - Pavement Markings: Temporary closures for pavement markings include Runway 1-19, Runway 13-31, Terminal Apron, Taxiways Alpha, Bravo, Charlie, Delta, Foxtrot, Golf, Hotel, and Juliet. To manage air traffic without closing the airport, alternating runway closures (and associated taxiways) are required for the duration of the proposed work, with the workday being Monday through Friday. The work zone will be delineated with low-profile, water-ballasted, lighted runway closure marker or fabric closure crosses at the runway ends, and lighted safety barricades attached with flashing red beacons in accordance with AC 150/5370-2G, *Operational Safety on Airports during Construction*. This project is being monitored by a full-time RPR who will monitor the site for potential safety concerns.

Phase 1 and 2 work shall not be done concurrently.

No night-time work will be allowed. No work will be allowed on State or Federal Holidays.

Construction timeframe: Summer of 2027.

4. NAVIGATION AID (NAVAID) PROTECTION

FAA Navigation equipment for Runway 1-19 (Localizer and Glideslope) will be turned off for the duration of the work on Runway 1-19. All existing NAVAID equipment will be protected during construction.

5. CONTRACTOR ACCESS

The Contractor is required to comply with all airport safety and security measures, as outlined in the Contract Documents or as directed by the Engineer or Airport. In addition, the Contractor is required to follow the latest version of FAA Advisory Circular 150/5370-2G, with respect to safety requirements as well as any other requirements set forth by the Airport.

The Contractor shall have a designated staging area located in the southwest corner of the airfield at the end of Taxiway Delta. Equipment and material shall not be stored within 10' of the security fence. The haul route and staging area are shown on the Construction Safety and Phasing Plan in Appendix A.

Prior to the start of the project, the Contractor and working personnel shall attend a pre-construction meeting to discuss safety when operating and working within the limits of the Air Operations Area (AOA).

All construction personnel accessing the work site shall have completed a minimum 10-hour OSHA training, shall be wearing properly approved safety equipment, and shall be knowledgeable of working within the limits of an active airfield.

Prior to the start of every work shift, the Contractor, Engineer, and all the construction crews shall meet to discuss safety during the upcoming shift.

The Contractor shall assign a security point of contact for the project. This responsible person shall monitor radio transmissions and remain on-site at all times during work. This person shall also keep a list of all persons working on the site during a shift and designate a point where all employees are to meet in the case of an emergency evacuation.

The Contractor shall provide a safety officer familiar with airport safety to monitor construction activities to ensure the Contractor adheres to all requirements established by the plan and specifications, as well as the requirements of the FAA, Airport, and any other applicable agencies.

The Contractor shall also provide a point of contact who can be contacted at any time throughout the course of the project and who is capable of providing an immediate response to correct any construction-related activity that may adversely affect the operational safety of the airport.

The Contractor and their employees should be aware of, and cooperate with, the heightened security at the airport and report anything suspicious to the appropriate authorities.

The contractor shall maintain airport security during construction when access points are created in the security fencing and at gate locations. Temporary gates should be equipped so they can be securely closed and locked to prevent access by animals and unauthorized people.

For deliveries of equipment or materials that must access work zones via airside movement areas, prior approval must be secured from the Airport and Engineer.

Location of Stockpiled Construction Material

Material stockpiles will be limited to the designated contractor staging areas.

Disposal of surplus and unsuitable material shall be hauled off site.

Location of Construction Site Parking/Access and Haul Roads

Construction traffic access to the contractor staging area and the proposed work site will be through a designated gate along Innovation Drive. Contractor employees shall park their personal vehicles within the contractor staging area.

Vehicle Identification

- Each vehicle shall have the Contractor's name clearly identified on the side of the vehicle.
- All vehicles and construction equipment entering the airfield shall be equipped with an amber flashing beacon and/or a 3-foot square flag consisting of international orange and white squares in full view above the vehicle.

Radio Communications

While working within the AOA, the Contractor shall:

- Monitor aircraft traffic on frequencies CTAF/UNICOM 122.8 using a VHF radio capable of transmitting and receiving FAA frequencies.
- Provide one construction safety vehicle manned with a qualified escort person for all scheduled construction activities within the AOA. This person shall meet Airport safety and vehicle requirements and shall maintain proper radio protocol.
- Maintain contact between escort vehicles, construction vehicles, Engineer and Airport Manager's office either by radio on a dedicated construction frequency or via mobile telephones.

6. WILDLIFE MANAGEMENT

The Contractor shall report all wildlife activity that may impact operations to the Airport and Engineer, should the need arise.

All food brought on site shall be placed in closed containers. In addition, trash must be properly disposed to prevent attraction from wildlife. Stockpiled materials shall also be monitored closely for wildlife activity.

At no point should any fences or gate be left open and/or unattended.

No standing water, tall grasses or disruption of wildlife habitat is anticipated on this project.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

Waste and loose materials can cause damage to aircraft landing gears, propellers, and jet engines. The Contractor shall not leave or place FOD on or near active aircraft movement areas. Materials capable of creating FOD will be removed during the construction project. Any loose debris from the work shall be picked up immediately by the Contractor, both inside and outside the work area. The contractor, RPR and Airport Operations shall walk all work areas to conduct Foreign Object Debris check prior to re-opening the area to air traffic.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

Hazardous materials are not anticipated on the project; however, the Contractor will be required to submit a safety plan, which details how the company handles hazardous materials, should the need arise.

If fuel spills occur on site, from the refueling of equipment, the contractor shall have a spill kit and procedures in place to notify the Airport and local fire department.

All construction vehicle fueling must take place off airport.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

The following are the primary points of contact:

<u>Party</u>	<u>Contact Telephone</u>
Airport Operations and Maintenance Manager (Christopher Beitzel)	(802) 272-7725
Airport Manager (Nicoletta Salvatore)	(802) 498-8708
Vermont Agency of Transportation (Jason Owen)	(802) 595-1215
FAA Tech Ops	(202) 267-3366
Stantec Consulting Services (Pete Enzien)	(518) 452-4358
Digsafe	811

At a minimum, the contact information for the following entities will be included on the emergency contact list, which will be attached to the CSPP once a Contractor has been selected:

Airport Manager
Vermont State Police
Rutland Police Department
Rutland Fire Department
Local Hospital
Stantec Project Manager
Stantec Resident Engineer
Contractor's Safety Officer
Contractor's Project Manager
Contractor's Site Superintendent
FAA Regional Operations Center (24/7)

In the case of an emergency, the contractor shall first call 911 and then notify the Airport and RPR.

Notice to Mission (NOTAM) procedure

A Notice to Airmen will be published by Rutland – Southern Vermont Regional Airport Operation staff with 48 hours prior notice from the Contractor, through the RPR. The time limits defined in the NOTAM must be strictly adhered to and notification of the engineer and Airport Operation Staff is required as soon as practicable if for any reason the NOTAM changes.

Coordination with airport Aircraft Rescue and Fire Fighting (ARFF) is required prior to start of major work items and prior to construction phase changes.

Any person proposing construction or alteration of objects that affect navigable airspace, as defined in 14 CFR Part 77, shall notify the FAA. This includes construction equipment and associated parking areas on the airport. The Engineer shall submit FAA form 7460-1 to the appropriate FAA Airport Regional or District Office.

10. INSPECTION REQUIREMENTS

The Contractor is responsible for quality control inspection of his/her own work and safety requirements. The RPR will represent the Airport providing full-time construction oversight and will require the Contractor to adhere to the Contract Documents, which will include all requirements contained in this Construction Safety and Phasing Plan. For the project files, daily inspection reports will be recorded, and quarterly reports will be prepared and submitted to the New England FAA Airports office. After substantial completion of the project, a final inspection shall take place. The final inspection will be open to FAA, VTrans, Airport Management and Stantec, comments will be used to develop a punch list for the Contractor to complete.

11. UNDERGROUND UTILITIES

No excavation is proposed in this project and therefore, no underground utilities will be impacted. The Contractor shall coordinate with the Airport to ensure existing utilities are protected in the project area. Should an existing utility be damaged or disrupted, the Airport shall be notified immediately.

12. PENALTIES

Within five (5) days after contract execution, the Contractor shall submit to the RPR a written security and safety plan. No construction shall commence until the sponsor/consultant and Airport have reviewed the Contractor's security and safety plan for conformance to the FAA-approved plan. The Contractor shall follow the security and safety plan explicitly. The Airport may stop the work at any time if this plan is violated. Such work stoppage shall not be considered a reason for extending the contract time or claim for additional compensation.

Any Contractor not conforming to these requirements will be considered in direct violation of the FAA-approved Airport Security Program, and the work will be stopped until approval to return to work is given by the Airport. No time extensions or extra costs claims for the contract will be given consideration due to security violations. It is the responsibility of the Contractor to instruct, monitor, and supervise work staff so that this circumstance never occurs.

If any of the Contractor's employees violate the airport's security or driving rules and regulations, they will be cited by the Airport or RPR. The employee may be arrested, fined, and banned from the airport secured areas for the duration of the project. If there are delays in the Contractor's work schedule because of this action, the Airport will not consider any time extensions or claims for extra costs. It is the Contractor's responsibility to provide qualified, responsible, and experienced personnel so that violations do not occur.

If more than two employees are banned from working on the secured areas of the airport, work will be subject to shut down until the Contractor can prove to the Airport that the staff has been retrained to work safely and within the rules and regulations of the Airport. No time extensions or claims for extra costs will be considered by the Airport for this type of violation.

13. SPECIAL CONDITIONS

While there are no current special conditions, it is advised that an aircraft in distress always has the right-of-way. Construction personnel must give way to aircraft in distress.

14. RUNWAY AND TAXIWAY VISUAL AIDS

Runway 1-19 and Runway 13-31 will have temporary fabric runway closure markers placed over the Runway Designation numbers signaling to all aircraft that the runway is closed. Temporary fabric runway closure markers shall be secured in place to prevent movement by prop wash, jet

blast, wind gusts and be constructed of durable material. Only one Runway will be closed at a time for both crack sealing and pavement marking phases.

Runway and/or taxiway lighted circuits shall be deactivated whenever either or both are closed. When deactivation is not possible, the light fixture shall be covered in such a way as to prevent light leakage.

15. MARKING AND SIGNS FOR ACCESS ROUTES

The contractor shall provide signs to properly direct his/her employees and delivery trucks to the proper work areas. All signage will be located and constructed to the standard sizes, coloring and lettering as specified in the Manual on Uniform Traffic Control Devices (MUTCD) and shall be approved by the Engineer.

16. HAZARD MARKING AND LIGHTING

Equipment and vehicles used in construction operations will be marked with amber beacons or orange/white checkered flags. Water ballasted lighted safety barricades, supplemented with flashing red beacons will be used to delineate the work areas.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

No night-time work is permitted for this project.

18. PROTECTION OF RUNWAY/TAXIWAY SAFETY AREAS AND OBJECT FREE AREAS

Runway Safety Area (RSA)

A runway safety area is 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.

Prior to any construction activity on the runway or RSA, the runway as well as its RSA, must be delineated for construction activity using low-profile, water-ballasted, and lighted safety barricades as visual barriers for construction employees. Separation distances and barricade heights must be in accordance with FAA AC 150/5370-2G. All barricades shall be set prior to the start of construction activity and maintained on a daily basis, including daily inspection by both the RPR, Airport Operations staff, and the Contractor. Any deficiencies shall be immediately corrected.

Runway Object Free Area (ROFA)

Equipment is to be removed from the ROFA when not in use, and the Contractor shall not stockpile equipment, barriers, or other materials within the Object Free Areas at any time. Construction vehicles crossing the ROFA will need to coordinate with the Airport.

Runway Obstacle Free Zone (ROFZ)

In general, personnel, material, and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. If a penetration to the OFZ is necessary, it may be possible to continue aircraft operations through operational restrictions.

Runway Approach/Departure Areas and Clearways

All personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces, as defined in AC 150/5300-13B. No work or activity under this contract will impact runway approach/departure clearances.

Taxiway Safety Area (TSA)

No construction may occur within the TSA while the taxiway is open for aircraft operations.

Taxiway Object Free Area (TOFA)

No construction may occur within the taxiway object free area while the taxiway is open for aircraft operations.

Grading, Soil Erosion Control, and Safe Construction Practice

Grading on the safety areas is not included in this project. No open trenches are permitted on this project.

Soil erosion must be controlled to maintain RSA/TSA standards. The RSA/TSA must be cleared, graded, and capable of supporting snow removal equipment, aircraft rescue and firefighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft. The RSA/TSA should be free of potentially hazardous ruts, humps, depressions, or other surface variations.

No construction activity, including open trenches and excavations, may occur the RSA/TSA while the associated runway/taxiway is open. If possible, trenches within the RSA/TSA should be backfilled before the runway/taxiway is opened. Any open trenches or excavations that cannot be backfilled prior to the re-opening of a runway/taxiway must be appropriately covered. Covering for open trenches must be designed to allow the safe operation of the heaviest aircraft operating on the runway across the trench without damage to the aircraft. The Contractor must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the Airport, and light them with red lights during hours of restricted visibility or darkness.

19. OTHER LIMITATIONS ON CONSTRUCTION

- No open flames/torches unless safety precautions are provided, and Airport approval is received.

Construction Safety and Phasing Plan – Rutland – Southern Vermont Regional Airport (RUT)
Statewide Crack Seal and Pavement Marking - CSPP
AV-FY27-001

- No use of tall equipment unless a 7460-1 is filed and a determination is issued.
- No use of electrical blasting caps.
- No work on nights and weekends without Airport approval.

APPENDICES

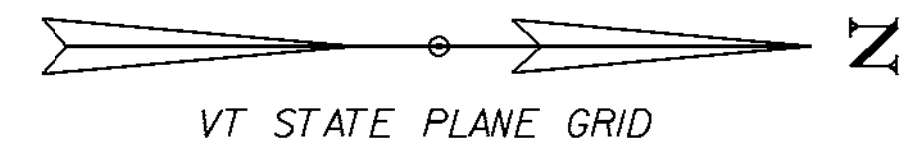
Appendix A – Crack Sealing Plan & Pavement Marking Plan

Appendix B – Emergency Contact List

Appendix C – SPCD – Outline for Contractor's Safety Plan Compliance Document

APPENDIX A – CRACK SEALING PLAN & PAVEMENT MARKING PLAN

RUTLAND SOUTHERN VERMONT STATE AIRPORT



I. CRACK SEALING NOTES:

- SEE SHEET 2 FOR GENERAL NOTES.
- SEE SHEET 13 FOR CRACK SEALING DETAILS.
- PRIOR TO THE START OF CRACK SEALING, THE CONTRACTOR AND ENGINEER SHALL WALK EACH SECTION AND AGREE ON CRACKS TO BE SEALED.
- EXISTING CRACKS TO BE SEALED SHALL BE CLEANED OF ALL LOOSE MATERIAL, RESIDUE, MOISTURE AND/OR DEBRIS BY USING COMPRESSED AIR AND/OR HEAT PRIOR TO APPLYING SEALANT.
- THE QUANTITY OF CRACK SEALING IDENTIFIED IN THE TABLE ON THIS SHEET IS AN ESTIMATE. ADDITIONAL CRACK SEALING ABOVE THE QUANTITIES LISTED ON THIS SHEET WILL REQUIRE APPROVAL OF THE ENGINEER.
- AIRFIELD MARKINGS OBLISCURED AS A RESULT OF THE CRACK SEALING SHALL BE RE-PAINTED FOLLOWING COMPLETION OF THE CRACK SEALING WORK (PAY ITEM P-605-5.1).

II. WORK SCHEDULE AND SAFETY NOTES:

- THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE AT THE PRE-CONSTRUCTION MEETING.
- THE CONTRACTOR SHALL CONFIRM SCHEDULE WITH ENGINEER 72 HOURS (3 DAYS) PRIOR TO THE START OF WORK AT EACH AIRPORT.
- NO WORK SHALL OCCUR UNTIL A NOTAM HAS BEEN ISSUED BY THE AIRPORT OPERATOR.
- THE ENGINEER WILL COORDINATE WITH THE AIRPORT OPERATOR TO PUBLISHED ALL APPROPRIATE NOTAMS.
- WORK SHALL OCCUR MONDAY-FRIDAY ONLY. NO WORK SHALL OCCUR ON STATE HOLIDAYS IN ADDITION TO NO WORK ON SATURDAY-SUNDAY.
- WORK SHALL OCCUR DURING DAYTIME HOURS ONLY (7:00AM - 7:00PM).
- WORK MAY ONLY OCCUR AT ONE AIRPORT AT A TIME.
- THE CONTRACTOR SHALL NOT COMBINE CRACK SEALING AND PAVEMENT MARKING OPERATIONS
- CONTRACTORS WORK MAY BE INTERRUPTED BY SCHEDULED AIR SERVICE AND LARGER AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL ACCOMMODATE ALL SUCH INTERRUPTIONS.

III. AIRPORT CLOSURES:

- RUNWAY 13-31
- RUNWAY 1-19
- ONLY ONE RUNWAY MAY BE CLOSED AT A TIME
- TAXIWAY ALPHA, BRAVO, CHARLIE, DELTA, FOXTROT, GOLF, HOTEL AND JULIET.
- WEST SIDE OF TERMINAL APRON.
- WORK WITHIN THE RUNWAY / RUNWAY INTERSECTION REQUIRES 24 HOURS NOTICE. RUNWAY INTERSECTION WORK WILL REQUIRE CLOSURE TO ALL AIRPORT OPERATIONS.

IV. DESCRIPTION OF MAJOR WORK EFFORTS:

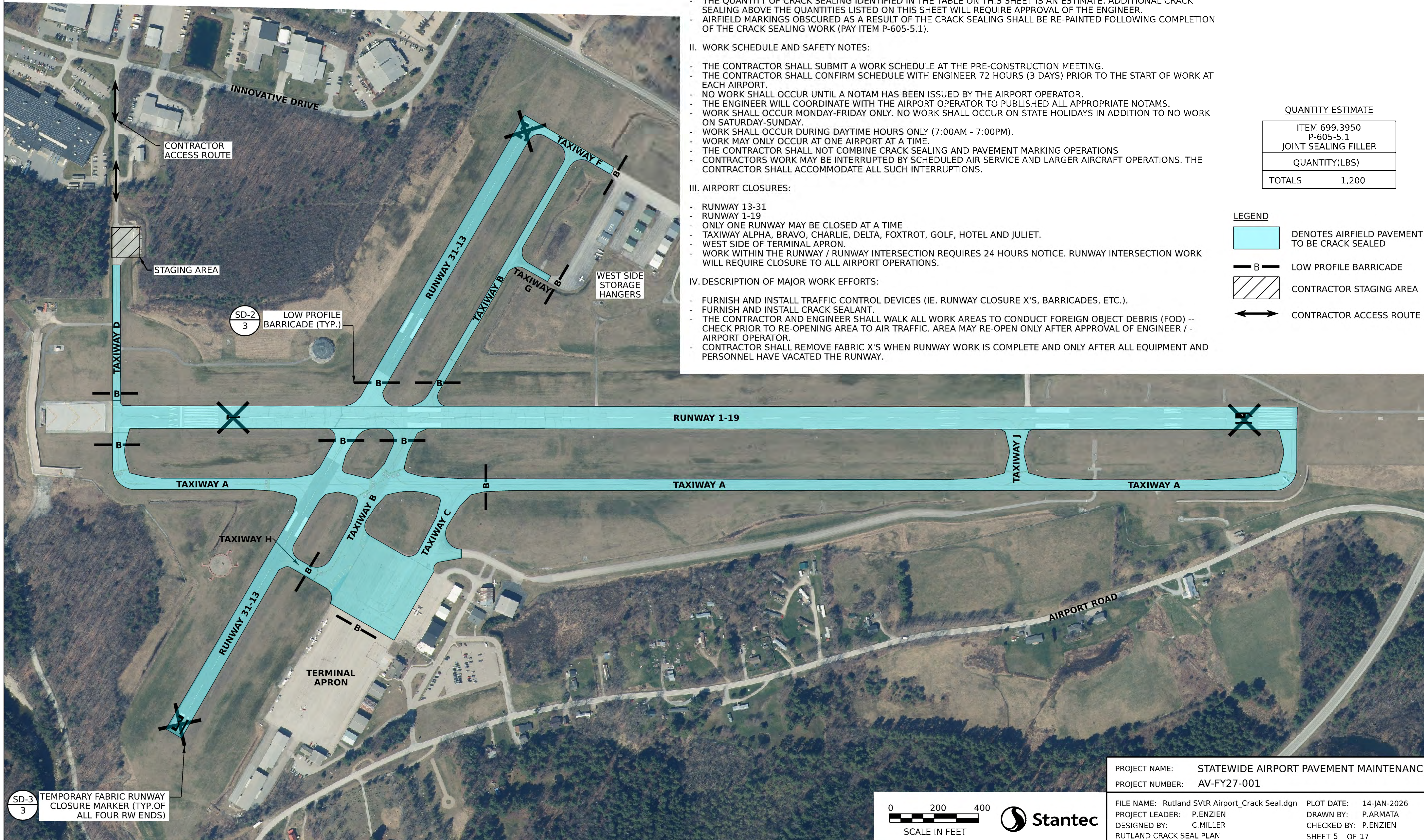
- FURNISH AND INSTALL TRAFFIC CONTROL DEVICES (IE. RUNWAY CLOSURE X'S, BARRICADES, ETC.).
- FURNISH AND INSTALL CRACK SEALANT.
- THE CONTRACTOR AND ENGINEER SHALL WALK ALL WORK AREAS TO CONDUCT FOREIGN OBJECT DEBRIS (FOD) -- CHECK PRIOR TO RE-OPENING AREA TO AIR TRAFFIC. AREA MAY RE-OPEN ONLY AFTER APPROVAL OF ENGINEER / - AIRPORT OPERATOR.
- CONTRACTOR SHALL REMOVE FABRIC X'S WHEN RUNWAY WORK IS COMPLETE AND ONLY AFTER ALL EQUIPMENT AND PERSONNEL HAVE VACATED THE RUNWAY.

QUANTITY ESTIMATE

ITEM 699.3950 P-605-5.1 JOINT SEALING FILLER	
QUANTITY(LBS)	
TOTALS	1,200

LEGEND

- DENOTES AIRFIELD PAVEMENT TO BE CRACK SEALED
- LOW PROFILE BARRICADE
- CONTRACTOR STAGING AREA
- CONTRACTOR ACCESS ROUTE



PROJECT NAME: STATEWIDE AIRPORT PAVEMENT MAINTENANCE

PROJECT NUMBER: AV-FY27-001

FILE NAME: Rutland SVTR Airport_Crack Seal.dgn PLOT DATE: 14-JAN-2026
 PROJECT LEADER: P.ENZIEN DRAWN BY: P.ARMATA
 DESIGNED BY: C.MILLER CHECKED BY: P.ENZIEN
 RUTLAND CRACK SEAL PLAN SHEET 5 OF 17



SD-3 3 TEMPORARY FABRIC RUNWAY CLOSURE MARKER (TYP. OF ALL FOUR RW ENDS)

QUANTITY ESTIMATE

ITEM 699.415.0 P-620-5b MARKINGS			
WHITE/YELLOW WITH TYPE III GLASS BEADS (SF)	RED WITH TYPE 1A GLASS BEADS (SF)	BLACK WITHOUT GLASS BEADS (SF)	GREEN WITHOUT GLASS BEADS (SF)
97,000	3,500	40,000	3,000

RUTLAND STATE AIRPORT

I. PAVEMENT MARKING NOTES:

- SEE SHEET 2 FOR GENERAL NOTES.
- SEE SHEETS 14, 15, 16 AND 17 FOR PAVEMENT MARKING DETAILS.
- EXISTING SURFACES SHALL BE CLEANED OF ALL LOOSE PAINT, RESIDUE AND/OR DEBRIS EITHER BY SWEEPING OR BLOWING WITH COMPRESSED AIR (OR BOTH) PRIOR TO PAINTING.
- RE-PAINT MARKINGS AT EXISTING LOCATIONS. DETAILS ARE PROVIDED ONLY FOR REFERENCE.

II. WORK SCHEDULE AND SAFETY NOTES:

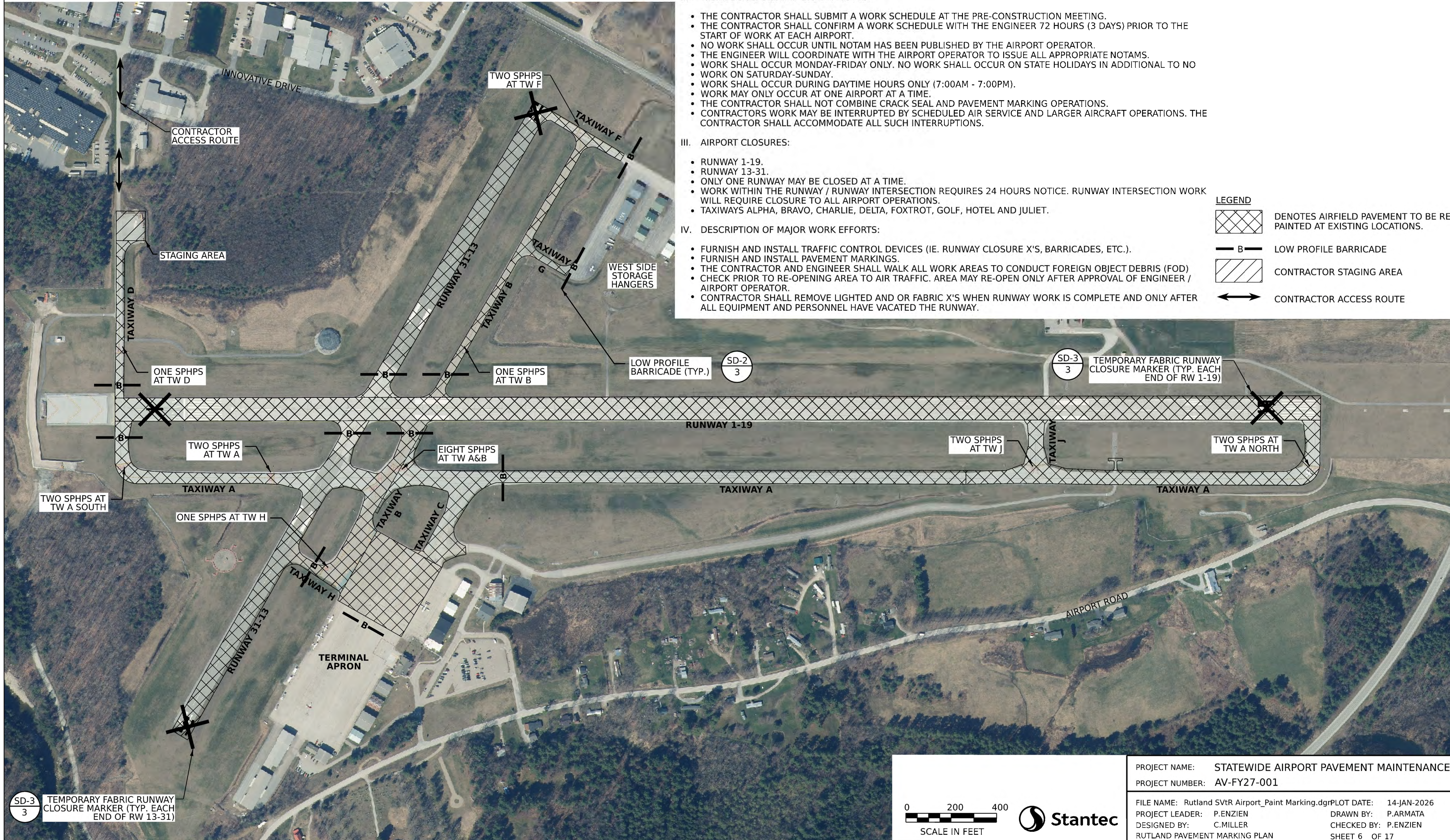
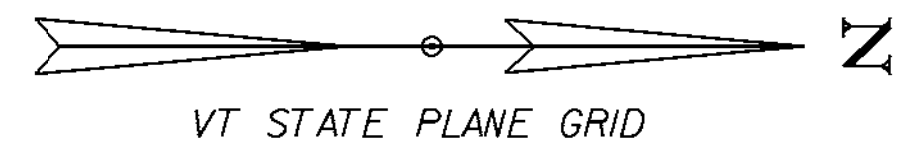
- THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE AT THE PRE-CONSTRUCTION MEETING.
- THE CONTRACTOR SHALL CONFIRM A WORK SCHEDULE WITH THE ENGINEER 72 HOURS (3 DAYS) PRIOR TO THE START OF WORK AT EACH AIRPORT.
- NO WORK SHALL OCCUR UNTIL NOTAM HAS BEEN PUBLISHED BY THE AIRPORT OPERATOR.
- THE ENGINEER WILL COORDINATE WITH THE AIRPORT OPERATOR TO ISSUE ALL APPROPRIATE NOTAMS.
- WORK SHALL OCCUR MONDAY-FRIDAY ONLY. NO WORK SHALL OCCUR ON STATE HOLIDAYS IN ADDITIONAL TO NO WORK ON SATURDAY-SUNDAY.
- WORK SHALL OCCUR DURING DAYTIME HOURS ONLY (7:00AM - 7:00PM).
- WORK MAY ONLY OCCUR AT ONE AIRPORT AT A TIME.
- THE CONTRACTOR SHALL NOT COMBINE CRACK SEAL AND PAVEMENT MARKING OPERATIONS.
- CONTRACTORS WORK MAY BE INTERRUPTED BY SCHEDULED AIR SERVICE AND LARGER AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL ACCOMMODATE ALL SUCH INTERRUPTIONS.

III. AIRPORT CLOSURES:

- RUNWAY 1-19.
- RUNWAY 13-31.
- ONLY ONE RUNWAY MAY BE CLOSED AT A TIME.
- WORK WITHIN THE RUNWAY / RUNWAY INTERSECTION REQUIRES 24 HOURS NOTICE. RUNWAY INTERSECTION WORK WILL REQUIRE CLOSURE TO ALL AIRPORT OPERATIONS.
- TAXIWAYS ALPHA, BRAVO, CHARLIE, DELTA, FOXTROT, GOLF, HOTEL AND JULIET.

IV. DESCRIPTION OF MAJOR WORK EFFORTS:

- FURNISH AND INSTALL TRAFFIC CONTROL DEVICES (IE. RUNWAY CLOSURE X'S, BARRICADES, ETC.).
- FURNISH AND INSTALL PAVEMENT MARKINGS.
- THE CONTRACTOR AND ENGINEER SHALL WALK ALL WORK AREAS TO CONDUCT FOREIGN OBJECT DEBRIS (FOD)
- CHECK PRIOR TO RE-OPENING AREA TO AIR TRAFFIC. AREA MAY RE-OPEN ONLY AFTER APPROVAL OF ENGINEER / AIRPORT OPERATOR.
- CONTRACTOR SHALL REMOVE LIGHTED AND OR FABRIC X'S WHEN RUNWAY WORK IS COMPLETE AND ONLY AFTER ALL EQUIPMENT AND PERSONNEL HAVE VACATED THE RUNWAY.



LEGEND

	DENOTES AIRFIELD PAVEMENT TO BE RE-PAINTED AT EXISTING LOCATIONS.
	LOW PROFILE BARRICADE
	CONTRACTOR STAGING AREA
	CONTRACTOR ACCESS ROUTE

SD-3
3
TEMPORARY FABRIC RUNWAY CLOSURE MARKER (TYP. EACH END OF RW 13-31)



PROJECT NAME: STATEWIDE AIRPORT PAVEMENT MAINTENANCE
 PROJECT NUMBER: AV-FY27-001
 FILE NAME: Rutland SVTR Airport_Paint Marking.dgn PLOT DATE: 14-JAN-2026
 PROJECT LEADER: P.ENZIEN DRAWN BY: P.ARMATA
 DESIGNED BY: C.MILLER CHECKED BY: P.ENZIEN
 RUTLAND PAVEMENT MARKING PLAN SHEET 6 OF 17

APPENDIX B – EMERGENCY CONTACT LIST

“TO BE SUBMITTED AFTER CONTRACTOR IS SELECTED”

APPENDIX C – SPCD – OUTLINE FOR CONTRACTOR’S SAFETY PLAN COMPLIANCE DOCUMENT

Rutland – Southern Vermont Regional Airport (RUT)
Statewide Crack Seal and Pavement Marking
AV-FY27-001
February 2026

Outline for Contractor's
Safety Plan Compliance Document (SPCD)

In accordance with the Federal Aviation Administration's (FAA) Advisory Circular (AC) No. 150/5370-2G, *Operational Safety on Airports During Construction*, dated December 13, 2017, the Contractor shall submit a **Safety Plan Compliance Document (SPCD)** to CEF for approval to be issued prior to the Notice to Proceed.

The Contractor's SPCD shall include a general statement by the construction contractor that he/she has read and will abide by the Construction Safety and Phasing Plan (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 shall 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.
 - c. Duration of construction activities.
- 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, if required.
- 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).

Rutland – Southern Vermont Regional Airport (RUT)
Statewide Crack Seal and Pavement Marking
AV-FY27-001
February 2026

Outline for Contractor's
Safety Plan Compliance Document (SPCD)

- b. Listing of individuals requiring driver training (if required)
 - c. Radio communications.
 - i. Types of radios and backup capabilities. (ii) Who will be monitoring radios, if required.
 - ii. Whom to contact if the ATCT cannot reach the contractor's designated person by radio or telephone.
 - 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.
- 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.

Rutland – Southern Vermont Regional Airport (RUT)
Statewide Crack Seal and Pavement Marking
AV-FY27-001
February 2026

Outline for Contractor's
Safety Plan Compliance Document (SPCD)

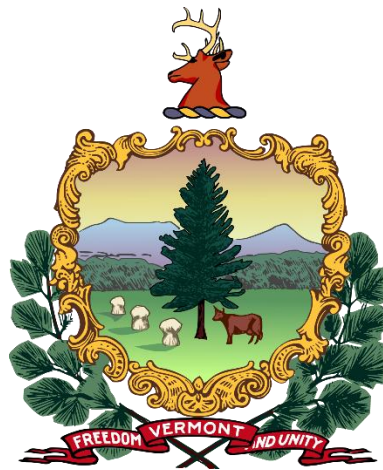
- 13. Special conditions.** Discuss proposed actions for each special condition identified in the CSPP.
- 14. Runway and taxiway visual aids.** Including marking, lighting, signs, and visual NAVAIDs, as required.
- 15. Marking and signs for access routes.** Discuss proposed methods of demarcating access 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.** Discuss proposed methods for adequately illuminating the work area during nighttime construction operations, if required.
- 18. 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, if required.
- 19. Other limitations** on construction should be identified in the CSPP and should not require an entry in the SPCD.

CONSTRUCTION SAFETY & PHASING PLAN

Statewide Crack Seal and Pavement Marking

AV-FY27-001

**E.F. Knapp State Airport
Montpelier, Vermont**



PREPARED BY:



ALBANY, NEW YORK

February 2026

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CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

Aviation safety is the primary consideration at airports, especially during construction. This Construction Safety and Phasing Plan (CSPP) will serve as a companion document to the Project plans and specifications for the Statewide Airport Pavement Maintenance Project for E.F. Knapp State Airport (MPV) (Airport) and has been written in compliance with FAA AC 150/5370-2 (Current Edition), Operational Safety on Airports During Construction. The following sections detail the phasing developed for this Project and are intended to minimize the impact the Project will have on the airport while providing a logical sequence of construction activities, addressing scheduling, coordination, and airfield safety precautions as they relate to the Project.

The contractor shall submit to the engineer within 5 days after AWARD of the contract a written Safety Plan Compliance Document (SPCD) prepared in accordance with the guidance specified in FAA Advisory Circular AC 150/5370-2F Paragraph 103b, which can be located online at:

http://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5370_2f.pdf

The SPCD shall detail how the contractor will comply with the Construction Safety and Phasing Plan included herein and shown on the project drawings and in the specifications. The SPCD will specifically identify the precautions the contractor proposes for the control of vehicle traffic including flaggers, signs, escorts, and any other measures proposed. No work shall start until this SPCD is approved by the E.F. Knapp State Airport Operation's Staff (Airport) and Engineer.

1. SCOPE OF WORK AND PROJECT COORDINATION

E.F. Knapp State Airport proposes to crack seal airport pavement and re-paint pavement markings on Runway 17-35, Runway 5-23, Taxiway A, B, C, D, E, F, G, H and Terminal Apron.

A pre-construction meeting will be held prior to the start of construction. During the pre-construction meeting, weekly construction meetings will be scheduled to take place for the duration of the project.

If alterations occur requiring revisions to the CSPP, the revisions should be coordinated with and reviewed by FAA Airports Division. Depending on the significance of the revisions, a resubmission through OE/AAA maybe required.

Prior to construction, coordination is required with FAA ATO and FAA Tech OPS. The airport manager shall submit NOTAMs and provide additional coordination if instructed by the preapproved 7460 determination.

Once the proposed project has been advertised for bid, the Airport Manager will begin notifying airport users of the project. This is typically accomplished at commission meetings, by hanging posters at the terminal building and by posts on the airport website. The Airport Manager will also coordinate directly with tenants who are immediately adjacent to the construction area. No relocations or major impacts to tenants are anticipated.

2. PHASING

The project involves two (2) phases of construction which are depicted in greater detail on the Construction Safety and Phasing Plans attached in Appendix A:

Phase 1 – Crack Seal

Phase 2 – Pavement Marking

The Contractor is required to submit a schedule of the overall proposed sequence of work prior to starting construction activities. The Contractor is required to confirm and coordinate work schedule with the Airport 72 hours (3 days) before work is to begin.

Any change to the project phasing as shown on the approved CSPP will require review and approval by the FAA and the Airport.

3. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

Phase 1 - Crack Sealing: Temporary closures for crack sealing include Runway 17-35, Runway 5-23, Taxiway A, B, C, D, E, F, G, H and Terminal Apron. To manage air traffic without closing the airport, alternating runway closures (and associated taxiways) are required for the duration of the proposed work, with the workday being Monday through Friday. The work zone will be delineated with low-profile, water-ballasted, and lighted safety barricades attached with flashing red beacons in accordance with AC 150/5370-2G, *Operational Safety on Airports during Construction*, and fabric closure crosses will be placed on runway ends. This project is being monitored by a full-time resident engineer who will monitor the site for potential safety concerns.

Phase 2 - Pavement Markings: Temporary closures for pavement markings Runway 17-35, Runway 5-23, Taxiway A, B, C, D, E, F, G, H and Terminal Apron. To manage air traffic without closing the airport, alternating runway closures (and associated taxiways) are required for the duration of the proposed work, with the workday being Monday through Friday. The work zone will be delineated with low-profile, water-ballasted, lighted safety barricades attached with flashing red beacons in accordance with AC 150/5370-2G, *Operational Safety on Airports during Construction*, and fabric closure crosses will be placed on runway ends. This project is being monitored by a full-time resident engineer who will monitor the site for potential safety concerns.

Phase 1 and 2 work shall not be done concurrently.

No night-time work will be allowed. No work will be allowed on State or Federal Holidays.

Construction timeframe: Summer of 2027.

4. NAVIGATION AID (NAVAID) PROTECTION

No NAVAIDS are planned to be interrupted or altered as part of this project. All existing NAVAID equipment will be protected during construction.

Construction Safety and Phasing Plan – E.F Knapp State Airport (MPV)

Statewide Crack Seal and Pavement Marking - CSPP

AV-FY27-001

5. CONTRACTOR ACCESS

The Contractor is required to comply with all airport safety and security measures, as outlined in the Contract Documents or as directed by the Engineer or Airport. In addition, the Contractor is required to follow the latest version of FAA Advisory Circular 150/5370-2G, with respect to safety requirements as well as any other requirements set forth by the Airport.

The Contractor shall have a designated staging area located within the apron area. Equipment and material shall not be stored within 10' of the security fence. The haul route and staging area are shown on the Construction Safety and Phasing Plan in Appendix A.

Prior to the start of the project, the Contractor and working personnel shall attend a pre-construction meeting to discuss safety when operating and working within the limits of the Air Operations Area (AOA).

All construction personnel accessing the work site shall have completed a minimum 10-hour OSHA training, shall be wearing properly approved safety equipment, and shall be knowledgeable of working within the limits of an active airfield.

Prior to the start of every work shift, the Contractor, Engineer, and all the construction crews shall meet to discuss safety during the upcoming shift.

The Contractor shall assign a security point of contact for the project. This responsible person shall monitor radio transmissions and remain on site at all times during work. This person shall also keep a list of all persons working on the site during a shift and designate a point where all employees are to meet in the case of an emergency evacuation.

The Contractor shall provide a safety officer familiar with airport safety to monitor construction activities to ensure the Contractor adheres to all requirements established by the plan and specifications, as well as the requirements of the FAA, Airport, and any other applicable agencies.

The Contractor shall also provide a point of contact who can be contacted at any time throughout the course of the project and who is capable of providing an immediate response to correct any construction-related activity that may adversely affect the operational safety of the airport.

The Contractor and their employees should be aware of, and cooperate with, the heightened security at the airport and report anything suspicious to the appropriate authorities.

The contractor shall maintain airport security during construction when access points are created in the security fencing and at gate locations. Temporary gates should be equipped so they can be securely closed and locked to prevent access by animals and unauthorized people.

For deliveries of equipment or materials that must access work zones via airside movement areas, prior approval must be secured from the Airport and Engineer.

Construction Safety and Phasing Plan – E.F Knapp State Airport (MPV)

Statewide Crack Seal and Pavement Marking - CSPP

AV-FY27-001

Location of Stockpiled Construction Material

Material stockpiles will be limited to the designated contractor staging areas.

Disposal of surplus and unsuitable material shall be hauled off site.

Location of Construction Site Parking/Access and Haul Roads

Construction traffic access to the contractor staging area and the proposed work site will be through a designated gate along State Road. Contractor employees shall park their personal vehicles within the contractor staging area.

Vehicle Identification

- Each vehicle shall have the Contractor's name clearly identified on the side of the vehicle.
- All vehicles and construction equipment entering the airfield shall be equipped with an amber flashing beacon and/or a 3-foot square flag consisting of international orange and white squares in full view above the vehicle.

Radio Communications

While working within the AOA, the Contractor shall:

- Monitor aircraft traffic on frequencies CTAF/UNICOM 122.8 using a VHF radio capable of transmitting and receiving FAA frequencies.
- Provide one construction safety vehicle manned with a qualified escort person for all scheduled construction activities within the AOA. This person shall meet Airport safety and vehicle requirements and shall maintain proper radio protocol.
- Maintain contact between escort vehicles, construction vehicles, Engineer and Airport Manager's office either by radio on a dedicated construction frequency or via mobile telephones.

6. WILDLIFE MANAGEMENT

The Contractor shall report all wildlife activity that may impact operations to the Airport and Engineer, should the need arise.

All food brought on site shall be placed in closed containers. In addition, trash must be properly disposed to prevent attraction from wildlife. Stockpiled materials shall also be monitored closely for wildlife activity.

At no point should any fences or gate be left open and/or unattended.

Construction Safety and Phasing Plan – E.F Knapp State Airport (MPV)

Statewide Crack Seal and Pavement Marking - CSPP

AV-FY27-001

No standing water, tall grasses or disruption of wildlife habitat is anticipated on this project.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

Waste and loose materials can cause damage to aircraft landing gears, propellers, and jet engines. The Contractor shall not leave or place FOD on or near active aircraft movement areas. Materials capable of creating FOD will be removed during the construction project. Any loose debris from the work shall be picked up immediately by the Contractor, both inside and outside the work area. The contractor, RPR, and Airport Operations shall walk all work areas to conduct Foreign Object Debris check prior to re-opening the area to air traffic.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

Hazardous materials are not anticipated on the project; however, the Contractor will be required to submit a safety plan, which details how the company handles hazardous materials, should the need arise.

If fuel spills occur on site, from the refueling of equipment, the contractor shall have a spill kit and procedures in place to notify the Airport and local fire department.

All construction vehicle fueling must take place off airport.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

The following are the primary points of contact:

<u>Party</u>	<u>Contact Telephone</u>
State Airport Operations and Maintenance Manager (Christopher Beitzel)	(802) 272-7725
E.F. Knapp Airport Vtrans Contact (Chris McPhetres)	(802) 234-5718
Vermont Agency of Transportation (Jason Owen)	(802) 595-1215
FAA Tech Ops	(202) 267-3366
Stantec Consulting Services (Pete Enzien)	(518) 452-4358
Digsafe	811

At a minimum, the contact information for the following entities will be included on the emergency contact list, which will be attached to the CSPP once a Contractor has been selected:

State Airport Operations and Maintenance Manager
Vermont State Police
Bennington Police Department (Town of Bennington, VT)
Village Fire Department (Town of Bennington, VT)
Local Hospital
Stantec Project Manager
Stantec Resident Engineer
Contractor's Safety Officer

Construction Safety and Phasing Plan – E.F Knapp State Airport (MPV)

Statewide Crack Seal and Pavement Marking - CSPP

AV-FY27-001

Contractor's Project Manager
Contractor's Site Superintendent
FAA Regional Operations Center (24/7)

In the case of an emergency, the contractor shall first call 911 and then notify the Airport and RPR.

Notice to Mission (NOTAM) procedure

A Notice to Airmen will be published by E.F. Knapp State Airport Operation staff with 48 hours prior notice from the Contractor, through the RPR. The time limits defined in the NOTAM must be strictly adhered to and notification of the engineer and Airport Operation Staff is required as soon as practicable if for any reason the NOTAM changes.

Coordination with airport Aircraft Rescue and Fire Fighting (ARFF) is require prior to start of major work items and prior to construction phase changes.

Any person proposing construction or alteration of objects that affect navigable airspace, as defined in 14 CFR Part 77, shall notify the FAA. This includes construction equipment and associated parking areas on the airport. The Engineer shall submit FAA form 7460-1 to the appropriate FAA Airport Regional or District Office.

10. INSPECTION REQUIREMENTS

The Contractor is responsible for quality control inspection of his/her own work and safety requirements. The RPR will represent the Airport providing full-time construction oversight and will require the Contractor to adhere to the Contract Documents, which will include all requirements contained in this Construction Safety and Phasing Plan. For the project files, daily inspection reports will be recorded, and monthly reports will be prepared and submitted to the New England FAA Airports office. After substantial completion of the project, a final inspection shall take place. The final inspection will be open to FAA, VTrans, Airport Management and Stantec, comments will be used to develop a punch list for the Contractor to complete.

11. UNDERGROUND UTILITIES

No excavation is proposed in this project and therefore, no underground utilities will be impacted. The Contractor shall coordinate with the Airport to ensure existing utilities are protected in the project area. Should an existing utility be damaged or disrupted, the Airport shall be notified immediately.

12. PENALTIES

Within five (5) days after contract execution, the Contractor shall submit to the RPR a written security and safety plan. No construction shall commence until the sponsor/consultant and Airport have reviewed the Contractor's security and safety plan for conformance to the FAA-approved plan. The Contractor shall follow the security and safety plan explicitly. The Airport may stop the

work at any time if this plan is violated. Such work stoppage shall not be considered a reason for extending the contract time or claim for additional compensation.

Any Contractor not conforming to these requirements will be considered in direct violation of the FAA-approved Airport Security Program, and the work will be stopped until approval to return to work is given by the Airport. No time extensions or extra costs claims for the contract will be given consideration due to security violations. It is the responsibility of the Contractor to instruct, monitor, and supervise work staff so that this circumstance never occurs.

If any of the Contractor's employees violate the airport's security or driving rules and regulations, they will be cited by the Airport or RPR. The employee may be arrested, fined, and banned from the airport secured areas for the duration of the project. If there are delays in the Contractor's work schedule because of this action, the Airport will not consider any time extensions or claims for extra costs. It is the Contractor's responsibility to provide qualified, responsible, and experienced personnel so that violations do not occur.

If more than two employees are banned from working on the secured areas of the airport, work will be subject to shut down until the Contractor can prove to the Airport that the staff has been retrained to work safely and within the rules and regulations of the Airport. No time extensions or claims for extra costs will be considered by the Airport for this type of violation.

13. SPECIAL CONDITIONS

While there are no current special conditions, it is advised that an aircraft in distress always has the right-of-way. Construction personnel must give way to aircraft in distress.

14. RUNWAY AND TAXIWAY VISUAL AIDS

Runway 17-35 and Runway 5-23 will have temporary fabric runway closure markers placed over the Runway Designation numbers signaling to all aircraft that the runway is closed. Temporary fabric runway closure markers shall be secured in place to prevent movement by prop wash, jet blast, wind gusts, and be constructed of durable material. Runway 17-35 and Runway 5-23 will be closed for the duration of both crack sealing and pavement marking phases, but not at the same time.

Runway and/or taxiway lighted circuits shall be deactivated whenever the runway is closed. When deactivation is not possible, the light fixture shall be covered in such a way as to prevent light leakage.

15. MARKING AND SIGNS FOR ACCESS ROUTES

The contractor shall provide signs to properly direct his/her employees and delivery trucks to the proper work areas. All signage will be located and constructed to the standard sizes, coloring

and lettering as specified in the Manual on Uniform Traffic Control Devices (MUTCD) and shall be approved by the Engineer.

16. HAZARD MARKING AND LIGHTING

Equipment and vehicles used in construction operations will be marked with amber beacons or orange/white checkered flags. Water ballasted lighted safety barricades, supplemented with flashing red beacons will be used to delineate the work areas.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

No night-time work is permitted for this project.

18. PROTECTION OF RUNWAY/TAXIWAY SAFETY AREAS AND OBJECT FREE AREAS

Runway Safety Area (RSA)

A runway safety area is 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.

Prior to any construction activity on the runway or RSA, the runway as well as its RSA, must be delineated for construction activity using low-profile, water-ballasted, and lighted safety barricades as visual barriers for construction employees. Separation distances and barricade heights must be in accordance with FAA AC 150/5370-2G. All barricades shall be set prior to the start of construction activity and maintained on a daily basis, including daily inspection by both the RPR, Airport Operations staff, and the Contractor. Any deficiencies shall be immediately corrected.

Runway Object Free Area (ROFA)

Equipment is to be removed from the ROFA when not in use, and the Contractor shall not stockpile equipment, barriers, or other materials within the Object Free Areas at any time. Construction vehicles crossing the ROFA will need to coordinate with the Airport.

Runway Obstacle Free Zone (ROFZ)

In general, personnel, material, and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. If a penetration to the OFZ is necessary, it may be possible to continue aircraft operations through operational restrictions.

Runway Approach/Departure Areas and Clearways

All personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces, as defined in AC 150/5300-13B. No work or activity under this contract will impact runway approach/departure clearances.

Taxiway Safety Area (TSA)

No construction may occur within the TSA while the taxiway is open for aircraft operations.

Taxiway Object Free Area (TOFA)

No construction may occur within the taxiway object free area while the taxiway is open for aircraft operations.

Grading, Soil Erosion Control, and Safe Construction Practice

Grading on the safety areas is not included in this project. No open trenches are permitted on this project.

Soil erosion must be controlled to maintain RSA/TSA standards. The RSA/TSA must be cleared, graded, and capable of supporting snow removal equipment, aircraft rescue and firefighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft. The RSA/TSA should be free of potentially hazardous ruts, humps, depressions, or other surface variations.

No construction activity, including open trenches and excavations, may occur the RSA/TSA while the associated runway/taxiway is open. If possible, trenches within the RSA/TSA should be backfilled before the runway/taxiway is opened. Any open trenches or excavations that cannot be backfilled prior to the re-opening of a runway/taxiway must be appropriately covered. Covering for open trenches must be designed to allow the safe operation of the heaviest aircraft operating on the runway across the trench without damage to the aircraft. The Contractor must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the Airport, and light them with red lights during hours of restricted visibility or darkness

19. OTHER LIMITATIONS ON CONSTRUCTION

- No open flames/torches unless safety precautions are provided, and Airport approval is received.
- No use of tall equipment unless a 7460-1 is filed and a determination is issued.
- No use of electrical blasting caps.
- No work on nights and weekends without Airport approval.

APPENDICES

Appendix A – Crack Sealing Plan & Pavement Marking Plan

Appendix B – Emergency Contact List

Appendix C – SPCD – Safety Plan Compliance Document

APPENDIX A – CRACK SEALING PLAN & PAVEMENT MARKING PLAN

E. F. KNAPP STATE AIRPORT

BID ADDITIVE #1

I. CRACK SEAL NOTES:

- SEE SHEET 2 FOR GENERAL NOTES.
- SEE SHEET 13 FOR CRACK SEALING DETAILS.
- PRIOR TO THE START OF CRACK SEALING, THE CONTRACTOR AND ENGINEER SHALL WALK EACH SECTION AND AGREE ON CRACKS TO BE SEALED.
- THE QUANTITY OF CRACK SEALING IDENTIFIED IN THE TABLE ON THIS SHEET IS AN ESTIMATE. ADDITIONAL CRACK SEALING ABOVE THE QUANTITIES LISTED ON THIS SHEET WILL REQUIRE APPROVAL OF THE ENGINEER.
- AIRFIELD MARKINGS OBLISCURED AS A RESULT OF THE CRACK SEALING SHALL BE RE-PAINTED FOLLOWING COMPLETION OF THE CRACK SEALING WORK (PAY ITEM P-620-5.1).

II. WORK SCHEDULE AND SAFETY NOTES:

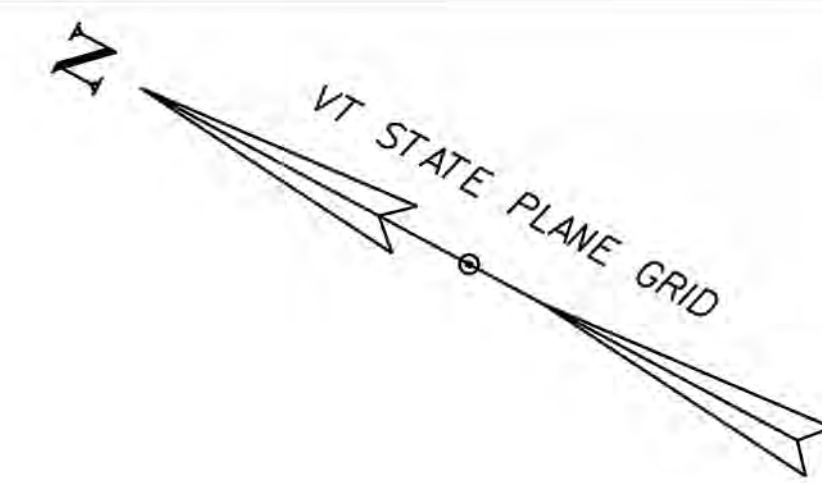
- THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE AT THE PRE-CONSTRUCTION MEETING.
- THE CONTRACTOR SHALL CONFIRM A WORK SCHEDULE WITH THE ENGINEER 72 HOURS (3 DAYS) PRIOR TO THE START OF WORK AT EACH AIRPORT.
- NO WORK SHALL OCCUR UNTIL NOTAM HAS BEEN PUBLISHED BY THE AIRPORT OPERATOR.
- THE ENGINEER WILL COORDINATE WITH THE AIRPORT OPERATOR TO ISSUE ALL APPROPRIATE NOTAMS.
- WORK SHALL OCCUR MONDAY-FRIDAY ONLY. NO WORK SHALL OCCUR ON STATE HOLIDAYS IN ADDITION TO NO WORK ON SATURDAY - SUNDAY.
- WORK SHALL OCCUR DURING DAYTIME HOURS ONLY (7:00AM - 7:00PM).
- WORK MAY ONLY OCCUR AT ONE AIRPORT AT A TIME.
- THE CONTRACTOR SHALL NOT COMBINE CRACK SEALING AND PAVEMENT MARKING OPERATIONS
- CONTRACTORS WORK MAYBE INTERRUPTED BY SCHEDULED AIR SERVICES AND LARGER AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL ACCOMMODATE ALL SUCH INTERRUPTIONS.

III. AIRPORT CLOSURES:

- RUNWAY 17-35
- RUNWAY 5-23
- ONLY ONE RUNWAY MAYBE CLOSED AT A TIME
- TAXIWAYS ALPHA, CHARLIE, DELTA, ECHO, HOTEL, GOLF AND FOXTROT

IV. DESCRIPTION OF MAJOR WORK EFFORTS:

- FURNISH AND INSTALL TRAFFIC CONTROL DEVICES (IE. TEMPORARY CLOSURE CROSSES, BARRICADES, ETC.).
- FURNISH AND INSTALL CRACK SEALANT.
- THE CONTRACTOR AND ENGINEER SHALL WALK ALL WORK AREAS TO CONDUCT FOREIGN OBJECT DEBRIS (FOD) CHECK PRIOR TO RE-OPENING AREA TO AIR TRAFFIC. AREA MAY RE-OPEN ONLY AFTER APPROVAL OF ENGINEER / AIRPORT OPERATOR.
- CONTRACTOR SHALL TEMPORARY CLOSURE CROSSES WHEN RUNWAY WORK IS COMPLETE AND ONLY AFTER ALL EQUIPMENT AND PERSONNEL HAVE VACATED THE RUNWAY.

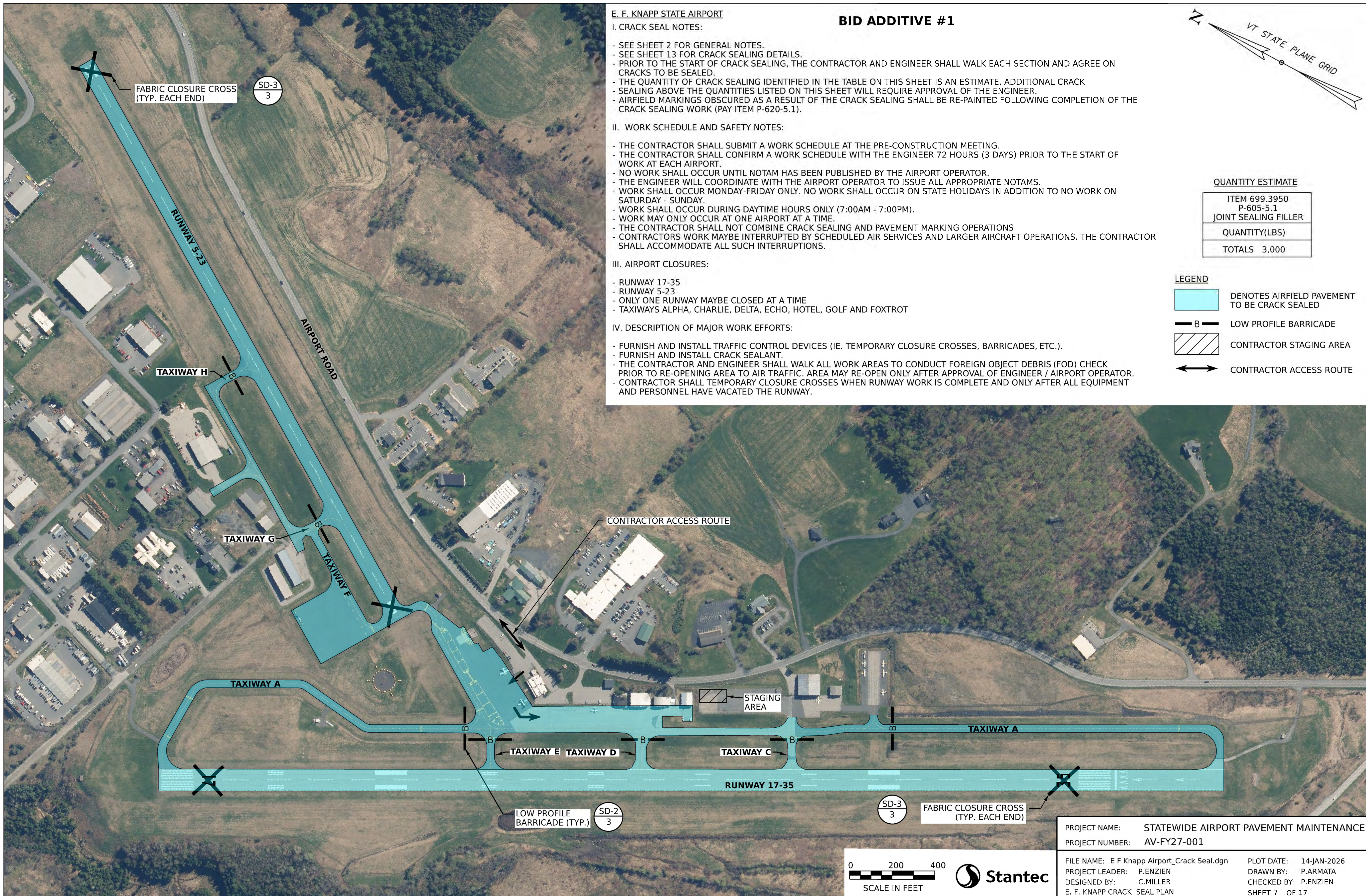


QUANTITY ESTIMATE

ITEM 699.3950 P-605-5.1 JOINT SEALING FILLER
QUANTITY(LBS)
TOTALS 3,000

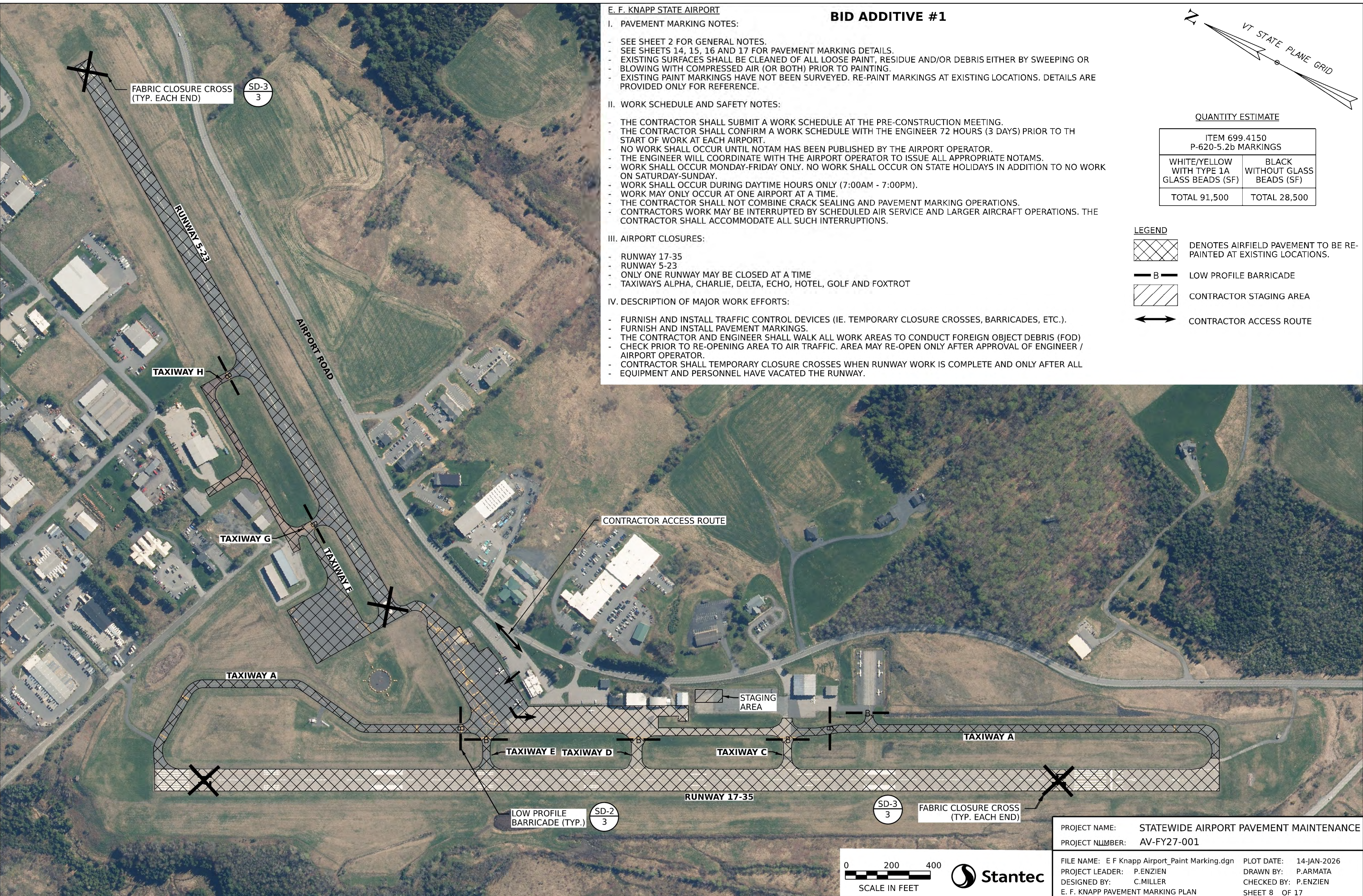
LEGEND

- DENOTES AIRFIELD PAVEMENT TO BE CRACK SEALED
- LOW PROFILE BARRICADE
- CONTRACTOR STAGING AREA
- CONTRACTOR ACCESS ROUTE



PROJECT NAME: STATEWIDE AIRPORT PAVEMENT MAINTENANCE
 PROJECT NUMBER: AV-FY27-001
 FILE NAME: E F Knapp Airport_Crack Seal.dgn PLOT DATE: 14-JAN-2026
 PROJECT LEADER: P.ENZIEN DRAWN BY: P.ARMATA
 DESIGNED BY: C.MILLER CHECKED BY: P.ENZIEN
 E. F. KNAPP CRACK SEAL PLAN SHEET 7 OF 17

0 200 400
 SCALE IN FEET



E. F. KNAPP STATE AIRPORT

BID ADDITIVE #1

I. PAVEMENT MARKING NOTES:

- SEE SHEET 2 FOR GENERAL NOTES.
- SEE SHEETS 14, 15, 16 AND 17 FOR PAVEMENT MARKING DETAILS.
- EXISTING SURFACES SHALL BE CLEANED OF ALL LOOSE PAINT, RESIDUE AND/OR DEBRIS EITHER BY SWEEPING OR BLOWING WITH COMPRESSED AIR (OR BOTH) PRIOR TO PAINTING.
- EXISTING PAINT MARKINGS HAVE NOT BEEN SURVEYED. RE-PAINT MARKINGS AT EXISTING LOCATIONS. DETAILS ARE PROVIDED ONLY FOR REFERENCE.

II. WORK SCHEDULE AND SAFETY NOTES:

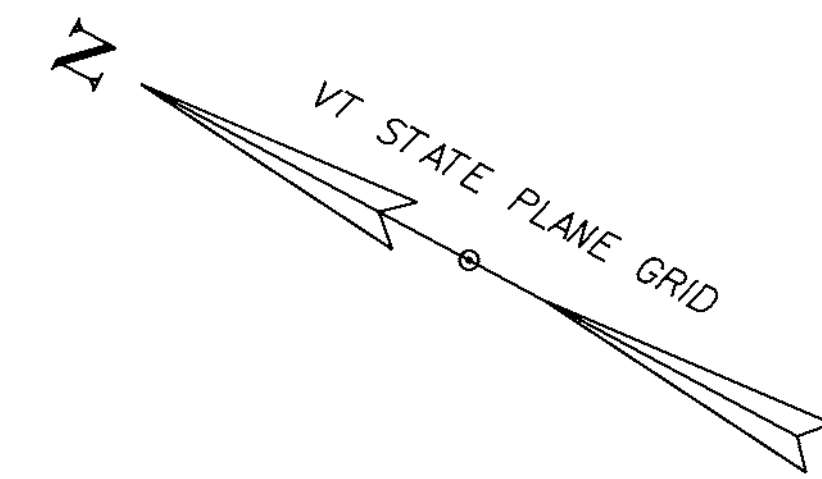
- THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE AT THE PRE-CONSTRUCTION MEETING.
- THE CONTRACTOR SHALL CONFIRM A WORK SCHEDULE WITH THE ENGINEER 72 HOURS (3 DAYS) PRIOR TO THE START OF WORK AT EACH AIRPORT.
- NO WORK SHALL OCCUR UNTIL NOTAM HAS BEEN PUBLISHED BY THE AIRPORT OPERATOR.
- THE ENGINEER WILL COORDINATE WITH THE AIRPORT OPERATOR TO ISSUE ALL APPROPRIATE NOTAMS.
- WORK SHALL OCCUR MONDAY-FRIDAY ONLY. NO WORK SHALL OCCUR ON STATE HOLIDAYS IN ADDITION TO NO WORK ON SATURDAY-SUNDAY.
- WORK SHALL OCCUR DURING DAYTIME HOURS ONLY (7:00AM - 7:00PM).
- WORK MAY ONLY OCCUR AT ONE AIRPORT AT A TIME.
- THE CONTRACTOR SHALL NOT COMBINE CRACK SEALING AND PAVEMENT MARKING OPERATIONS.
- CONTRACTORS WORK MAY BE INTERRUPTED BY SCHEDULED AIR SERVICE AND LARGER AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL ACCOMMODATE ALL SUCH INTERRUPTIONS.

III. AIRPORT CLOSURES:

- RUNWAY 17-35
- RUNWAY 5-23
- ONLY ONE RUNWAY MAY BE CLOSED AT A TIME
- TAXIWAYS ALPHA, CHARLIE, DELTA, ECHO, HOTEL, GOLF AND FOXTROT

IV. DESCRIPTION OF MAJOR WORK EFFORTS:

- FURNISH AND INSTALL TRAFFIC CONTROL DEVICES (IE. TEMPORARY CLOSURE CROSSES, BARRICADES, ETC.).
- FURNISH AND INSTALL PAVEMENT MARKINGS.
- THE CONTRACTOR AND ENGINEER SHALL WALK ALL WORK AREAS TO CONDUCT FOREIGN OBJECT DEBRIS (FOD) CHECK PRIOR TO RE-OPENING AREA TO AIR TRAFFIC. AREA MAY RE-OPEN ONLY AFTER APPROVAL OF ENGINEER / AIRPORT OPERATOR.
- CONTRACTOR SHALL TEMPORARY CLOSURE CROSSES WHEN RUNWAY WORK IS COMPLETE AND ONLY AFTER ALL EQUIPMENT AND PERSONNEL HAVE VACATED THE RUNWAY.



QUANTITY ESTIMATE

ITEM 699.4150 P-620-5.2b MARKINGS	
WHITE/YELLOW WITH TYPE 1A GLASS BEADS (SF)	BLACK WITHOUT GLASS BEADS (SF)
TOTAL 91,500	TOTAL 28,500

LEGEND

- DENOTES AIRFIELD PAVEMENT TO BE RE-PAINTED AT EXISTING LOCATIONS.
- LOW PROFILE BARRICADE
- CONTRACTOR STAGING AREA
- CONTRACTOR ACCESS ROUTE

PROJECT NAME: STATEWIDE AIRPORT PAVEMENT MAINTENANCE
 PROJECT NUMBER: AV-FY27-001
 FILE NAME: E F Knapp Airport_Paint Marking.dgn PLOT DATE: 14-JAN-2026
 PROJECT LEADER: P.ENZIEN DRAWN BY: P.ARMATA
 DESIGNED BY: C.MILLER CHECKED BY: P.ENZIEN
 E. F. KNAPP PAVEMENT MARKING PLAN SHEET 8 OF 17

0 200 400
SCALE IN FEET

APPENDIX B – EMERGENCY CONTACT LIST

“TO BE SUBMITTED AFTER CONTRACTOR IS SELECTED”

Construction Safety and Phasing Plan – E.F Knapp State Airport (MPV)

Statewide Crack Seal and Pavement Marking - CSPP

AV-FY27-001

APPENDIX C – SPCD – OUTLINE FOR CONTRACTOR’S SAFETY PLAN COMPLIANCE DOCUMENT

E.F. Knapp State Airport (MPV)
Statewide Crack Seal and Pavement Marking
AV-FY27-001
February 2026

Outline for Contractor's
Safety Plan Compliance Document (SPCD)

In accordance with the Federal Aviation Administration's (FAA) Advisory Circular (AC) No. 150/5370-2G, *Operational Safety on Airports During Construction*, dated December 13, 2017, the Contractor shall submit a **Safety Plan Compliance Document (SPCD)** to CEF for approval to be issued prior to the Notice to Proceed.

The Contractor's SPCD shall include a general statement by the construction contractor that he/she has read and will abide by the Construction Safety and Phasing Plan (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 shall 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.
 - c. Duration of construction activities.
- 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, if required.
- 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).

**E.F. Knapp State Airport (MPV)
Statewide Crack Seal and Pavement Marking
AV-FY27-001
February 2026**

**Outline for Contractor's
Safety Plan Compliance Document (SPCD)**

- b. Listing of individuals requiring driver training (if required)
 - c. Radio communications.
 - i. Types of radios and backup capabilities. (ii) Who will be monitoring radios, if required.
 - ii. Whom to contact if the ATCT cannot reach the contractor's designated person by radio or telephone.
 - 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.
- 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.

E.F. Knapp State Airport (MPV)
Statewide Crack Seal and Pavement Marking
AV-FY27-001
February 2026

Outline for Contractor's
Safety Plan Compliance Document (SPCD)

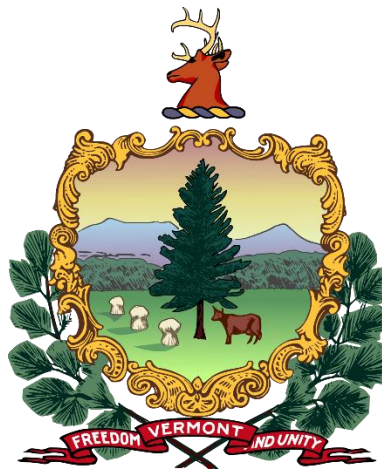
- 13. Special conditions.** Discuss proposed actions for each special condition identified in the CSPP.
- 14. Runway and taxiway visual aids.** Including marking, lighting, signs, and visual NAVAIDs, as required.
- 15. Marking and signs for access routes.** Discuss proposed methods of demarcating access 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.** Discuss proposed methods for adequately illuminating the work area during nighttime construction operations, if required.
- 18. 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, if required.
- 19. Other limitations** on construction should be identified in the CSPP and should not require an entry in the SPCD.

CONSTRUCTION SAFETY & PHASING PLAN

Statewide Crack Seal and Pavement Marking

AV-FY27-001

Morrisville-Stowe State Airport
Morrisville, Vermont



PREPARED BY:



ALBANY, NEW YORK

February 2026

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Construction Safety and Phasing Plan – Morrisville-Stowe State Airport (MVL)

Statewide Crack Seal and Pavement Marking - CSPP

AV-FY27-001

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CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

Aviation safety is the primary consideration at airports, especially during construction. This Construction Safety and Phasing Plan (CSPP) will serve as a companion document to the Project plans and specifications for the Statewide Airport Pavement Maintenance Project for Morrisville-Stowe State Airport (Airport) and has been written in compliance with FAA AC 150/5370-2 (Current Edition), Operational Safety on Airports During Construction. The following sections detail the phasing developed for this Project and are intended to minimize the impact the Project will have on the airport while providing a logical sequence of construction activities, addressing scheduling, coordination, and airfield safety precautions as they relate to the Project.

The contractor shall submit to the engineer within 5 days after AWARD of the contract a written Safety Plan Compliance Document (SPCD) prepared in accordance with the guidance specified in FAA Advisory Circular AC 150/5370-2F Paragraph 103b, which can be located online at:

http://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5370_2f.pdf

The SPCD shall detail how the contractor will comply with the Construction Safety and Phasing Plan included herein and shown on the project drawings and in the specifications. The SPCD will specifically identify the precautions the contractor proposes for the control of vehicle traffic including flaggers, signs, escorts, and any other measures proposed. No work shall start until this SPCD is approved by the Morrisville-Stowe State Airport Operation's Staff (Airport) and Engineer.

1. SCOPE OF WORK AND PROJECT COORDINATION

Morrisville-Stowe State Airport proposes to crack seal airport pavement and conduct an airport-wide pavement painting on Runway 1-19, Taxiway A, and the Terminal Apron.

A pre-construction meeting will be held prior to the start of construction. During the pre-construction meeting, weekly construction meetings will be scheduled to take place for the duration of the project.

If alterations occur requiring revisions to the CSPP, the revisions should be coordinated with and reviewed by FAA Airports Division. Depending on the significance of the revisions, a resubmission through OE/AAA may be required.

Prior to construction, coordination is required with FAA ATO and FAA Tech OPS. The airport manager shall submit NOTAMs and provide additional coordination if instructed by the preapproved 7460 determination.

Once the proposed project has been advertised for bid, the Airport Manager will begin notifying airport users of the project. This is typically accomplished at commission meetings, by hanging posters at the terminal building and by posts on the airport website. The Airport Manager will also coordinate directly with tenants who are immediately adjacent to the construction area. No relocations or major impacts to tenants are anticipated.

2. PHASING

The project involves two (2) phases of construction which are depicted in greater detail on the Construction Safety and Phasing Plans attached in Appendix A:

Phase 1 – Crack Seal

Phase 2 – Pavement Marking

The Contractor is required to submit a schedule of the overall proposed sequence of work prior to starting construction activities. The Contractor is required to confirm and coordinate work schedule with the Airport 72 hours (3 days) before work is to begin.

Any change to the project phasing as shown on the approved CSPP will require review and approval by the FAA and the Airport.

3. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

Phase 1 - Crack Sealing: Temporary closures for crack sealing include Runway 1-19 and the taxiways. To manage air traffic the airfield will be closed during work is taking place on the airfield, with the workday being Monday through Friday. The work zone will be delineated with low-profile, water-ballasted, and lighted safety barricades attached with flashing red beacons in accordance with AC 150/5370-2G, *Operational Safety on Airports during Construction*, and fabric closure crosses will be placed on runway ends. This project is being monitored by a full-time resident engineer who will monitor the site for potential safety concerns.

Phase 2 - Pavement Markings: Temporary closures for pavement markings on Runway 1-19 and the taxiways. To manage air traffic the airfield will be closed during work is taking place on the airfield, with the workday being Monday through Friday. The work zone will be delineated with low-profile, water-ballasted, lighted safety barricades attached with flashing red beacons in accordance with AC 150/5370-2G, *Operational Safety on Airports during Construction*, and fabric closure crosses will be placed on runway ends. This project is being monitored by a full-time resident engineer who will monitor the site for potential safety concerns.

Phase 1 and 2 work shall not be done concurrently.

No night-time work will be allowed. No work will be allowed on State or Federal Holidays.

Construction timeframe: Summer of 2027.

4. NAVIGATION AID (NAVAID) PROTECTION

No NAVAIDS are planned to be interrupted or altered as part of this project. All existing NAVAIID equipment will be protected during construction.

Construction Safety and Phasing Plan – Morrisville-Stowe State Airport (MVL)

Statewide Crack Seal and Pavement Marking - CSPP

AV-FY27-001

5. CONTRACTOR ACCESS

The Contractor is required to comply with all airport safety and security measures, as outlined in the Contract Documents or as directed by the Engineer or Airport. In addition, the Contractor is required to follow the latest version of FAA Advisory Circular 150/5370-2G, with respect to safety requirements as well as any other requirements set forth by the Airport.

The Contractor shall have a designated staging area located within the apron area. Equipment and material shall not be stored within 10' of the security fence. The haul route and staging area are shown on the Construction Safety and Phasing Plan in Appendix A.

Prior to the start of the project, the Contractor and working personnel shall attend a pre-construction meeting to discuss safety when operating and working within the limits of the Air Operations Area (AOA).

All construction personnel accessing the work site shall have completed a minimum 10-hour OSHA training, shall be wearing properly approved safety equipment, and shall be knowledgeable of working within the limits of an active airfield.

Prior to the start of every work shift, the Contractor, Engineer, and all the construction crews shall meet to discuss safety during the upcoming shift.

The Contractor shall assign a security point of contact for the project. This responsible person shall monitor radio transmissions and remain on site at all times during work. This person shall also keep a list of all persons working on the site during a shift and designate a point where all employees are to meet in the case of an emergency evacuation.

The Contractor shall provide a safety officer familiar with airport safety to monitor construction activities to ensure the Contractor adheres to all requirements established by the plan and specifications, as well as the requirements of the FAA, Airport, and any other applicable agencies.

The Contractor shall also provide a point of contact who can be contacted at any time throughout the course of the project and who is capable of providing an immediate response to correct any construction-related activity that may adversely affect the operational safety of the airport.

The Contractor and their employees should be aware of, and cooperate with, the heightened security at the airport and report anything suspicious to the appropriate authorities.

The contractor shall maintain airport security during construction when access points are created in the security fencing and at gate locations. Temporary gates should be equipped so they can be securely closed and locked to prevent access by animals and unauthorized people.

For deliveries of equipment or materials that must access work zones via airside movement areas, prior approval must be secured from the Airport and Engineer.

Construction Safety and Phasing Plan – Morrisville-Stowe State Airport (MVL)

Statewide Crack Seal and Pavement Marking - CSPP

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Location of Stockpiled Construction Material

Material stockpiles will be limited to the designated contractor staging areas.

Disposal of surplus and unsuitable material shall be hauled off site.

Location of Construction Site Parking/Access and Haul Roads

Construction traffic access to the contractor staging area and the proposed work site will be through a designated gate along State Road. Contractor employees shall park their personal vehicles within the contractor staging area.

Vehicle Identification

- Each vehicle shall have the Contractor's name clearly identified on the side of the vehicle.
- All vehicles and construction equipment entering the airfield shall be equipped with an amber flashing beacon and/or a 3-foot square flag consisting of international orange and white squares in full view above the vehicle.

Radio Communications

While working within the AOA, the Contractor shall:

- Monitor aircraft traffic on frequencies CTAF/UNICOM 122.8 using a VHF radio capable of transmitting and receiving FAA frequencies.
- Provide one construction safety vehicle manned with a qualified escort person for all scheduled construction activities within the AOA. This person shall meet Airport safety and vehicle requirements and shall maintain proper radio protocol.
- Maintain contact between escort vehicles, construction vehicles, Engineer and Airport Manager's office either by radio on a dedicated construction frequency or via mobile telephones.

6. WILDLIFE MANAGEMENT

The Contractor shall report all wildlife activity that may impact operations to the Airport and Engineer, should the need arise.

All food brought on site shall be placed in closed containers. In addition, trash must be properly disposed to prevent attraction from wildlife. Stockpiled materials shall also be monitored closely for wildlife activity.

At no point should any fences or gate be left open and/or unattended.

Construction Safety and Phasing Plan – Morrisville-Stowe State Airport (MVL)

Statewide Crack Seal and Pavement Marking - CSPP

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No standing water, tall grasses or disruption of wildlife habitat is anticipated on this project.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

Waste and loose materials can cause damage to aircraft landing gears, propellers, and jet engines. The Contractor shall not leave or place FOD on or near active aircraft movement areas. Materials capable of creating FOD will be removed during the construction project. Any loose debris from the work shall be picked up immediately by the Contractor, both inside and outside the work area. The contractor, RPR, and Airport Operations shall walk all work areas to conduct Foreign Object Debris check prior to re-opening the area to air traffic.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

Hazardous materials are not anticipated on the project; however, the Contractor will be required to submit a safety plan, which details how the company handles hazardous materials, should the need arise.

If fuel spills occur on site, from the refueling of equipment, the contractor shall have a spill kit and procedures in place to notify the Airport and local fire department.

All construction vehicle fueling must take place off airport.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

The following are the primary points of contact:

<u>Party</u>	<u>Contact Telephone</u>
State Airport Operations and Maintenance Manager (Christopher Beitzel)	(802) 272-7725
Morrisville-Stowe Airport Vtrans Contact (Tyler Bacon)	(802) 279-9552
Vermont Agency of Transportation (Jason Owen)	(802) 595-1215
FAA Tech Ops	(202) 267-3366
Stantec Consulting Services (Pete Enzien)	(518) 452-4358
Digsafe	811

At a minimum, the contact information for the following entities will be included on the emergency contact list, which will be attached to the CSPP once a Contractor has been selected:

State Airport Operations and Maintenance Manager
Vermont State Police
Local Police Department (Stowe, VT)
Local Fire Department (Stowe, VT)
Local Hospital
Stantec Project Manager
Stantec Resident Engineer
Contractor's Safety Officer

Construction Safety and Phasing Plan – Morrisville-Stowe State Airport (MVL)

Statewide Crack Seal and Pavement Marking - CSPP

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Contractor's Project Manager
Contractor's Site Superintendent
FAA Regional Operations Center (24/7)

In the case of an emergency, the contractor shall first call 911 and then notify the Airport and RPR.

Notice to Mission (NOTAM) procedure

A Notice to Airmen will be published by Morrisville-Stowe State Airport Operation staff with 48 hours prior notice from the Contractor, through the RPR. The time limits defined in the NOTAM must be strictly adhered to and notification of the engineer and Airport Operation Staff is required as soon as practicable if for any reason the NOTAM changes.

Coordination with airport Aircraft Rescue and Fire Fighting (ARFF) is require prior to start of major work items and prior to construction phase changes.

Any person proposing construction or alteration of objects that affect navigable airspace, as defined in 14 CFR Part 77, shall notify the FAA. This includes construction equipment and associated parking areas on the airport. The Engineer shall submit FAA form 7460-1 to the appropriate FAA Airport Regional or District Office.

10. INSPECTION REQUIREMENTS

The Contractor is responsible for quality control inspection of his/her own work and safety requirements. The RPR will represent the Airport providing full-time construction oversight and will require the Contractor to adhere to the Contract Documents, which will include all requirements contained in this Construction Safety and Phasing Plan. For the project files, daily inspection reports will be recorded, and monthly reports will be prepared and submitted to the New England FAA Airports office. After substantial completion of the project, a final inspection shall take place. The final inspection will be open to FAA, VTrans, Airport Management and Stantec, comments will be used to develop a punch list for the Contractor to complete.

11. UNDERGROUND UTILITIES

No excavation is proposed in this project and therefore, no underground utilities will be impacted. The Contractor shall coordinate with the Airport to ensure existing utilities are protected in the project area. Should an existing utility be damaged or disrupted, the Airport shall be notified immediately.

12. PENALTIES

Within five (5) days after contract execution, the Contractor shall submit to the RPR a written security and safety plan. No construction shall commence until the sponsor/consultant and Airport have reviewed the Contractor's security and safety plan for conformance to the FAA-approved plan. The Contractor shall follow the security and safety plan explicitly. The Airport may stop the

Construction Safety and Phasing Plan – Morrisville-Stowe State Airport (MVL)

Statewide Crack Seal and Pavement Marking - CSPP

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work at any time if this plan is violated. Such work stoppage shall not be considered a reason for extending the contract time or claim for additional compensation.

Any Contractor not conforming to these requirements will be considered in direct violation of the FAA-approved Airport Security Program, and the work will be stopped until approval to return to work is given by the Airport. No time extensions or extra costs claims for the contract will be given consideration due to security violations. It is the responsibility of the Contractor to instruct, monitor, and supervise work staff so that this circumstance never occurs.

If any of the Contractor's employees violate the airport's security or driving rules and regulations, they will be cited by the Airport or RPR. The employee may be arrested, fined, and banned from the airport secured areas for the duration of the project. If there are delays in the Contractor's work schedule because of this action, the Airport will not consider any time extensions or claims for extra costs. It is the Contractor's responsibility to provide qualified, responsible, and experienced personnel so that violations do not occur.

If more than two employees are banned from working on the secured areas of the airport, work will be subject to shut down until the Contractor can prove to the Airport that the staff has been retrained to work safely and within the rules and regulations of the Airport. No time extensions or claims for extra costs will be considered by the Airport for this type of violation.

13. SPECIAL CONDITIONS

While there are no current special conditions, it is advised that an aircraft in distress always has the right-of-way. Construction personnel must give way to aircraft in distress.

14. RUNWAY AND TAXIWAY VISUAL AIDS

Runway 1-19 will have temporary fabric runway closure markers placed over the Runway Designation numbers signaling to all aircraft that the runway is closed. Temporary fabric runway closure markers shall be secured in place to prevent movement by prop wash, jet blast, wind gusts, and be constructed of durable material. Runway 1-19 will be closed for the duration of both crack sealing and pavement marking phases, but not at the same time.

Runway and/or taxiway lighted circuits shall be deactivated whenever the runway is closed. When deactivation is not possible, the light fixture shall be covered in such a way as to prevent light leakage.

15. MARKING AND SIGNS FOR ACCESS ROUTES

The contractor shall provide signs to properly direct his/her employees and delivery trucks to the proper work areas. All signage will be located and constructed to the standard sizes, coloring and lettering as specified in the Manual on Uniform Traffic Control Devices (MUTCD) and shall be approved by the Engineer.

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Statewide Crack Seal and Pavement Marking - CSPP

AV-FY27-001

16. HAZARD MARKING AND LIGHTING

Equipment and vehicles used in construction operations will be marked with amber beacons or orange/white checkered flags. Water ballasted lighted safety barricades, supplemented with flashing red beacons will be used to delineate the work areas.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

No night-time work is permitted for this project.

18. PROTECTION OF RUNWAY/TAXIWAY SAFETY AREAS AND OBJECT FREE AREAS

Runway Safety Area (RSA)

A runway safety area is 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.

Prior to any construction activity on the runway or RSA, the runway as well as its RSA, must be delineated for construction activity using low-profile, water-ballasted, and lighted safety barricades as visual barriers for construction employees. Separation distances and barricade heights must be in accordance with FAA AC 150/5370-2G. All barricades shall be set prior to the start of construction activity and maintained on a daily basis, including daily inspection by both the RPR, Airport Operations staff, and the Contractor. Any deficiencies shall be immediately corrected.

Runway Object Free Area (ROFA)

Equipment is to be removed from the ROFA when not in use, and the Contractor shall not stockpile equipment, barriers, or other materials within the Object Free Areas at any time. Construction vehicles crossing the ROFA will need to coordinate with the Airport.

Runway Obstacle Free Zone (ROFZ)

In general, personnel, material, and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. If a penetration to the OFZ is necessary, it may be possible to continue aircraft operations through operational restrictions.

Runway Approach/Departure Areas and Clearways

All personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces, as defined in AC 150/5300-13B. No work or activity under this contract will impact runway approach/departure clearances.

Taxiway Safety Area (TSA)

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No construction may occur within the TSA while the taxiway is open for aircraft operations.

Taxiway Object Free Area (TOFA)

No construction may occur within the taxiway object free area while the taxiway is open for aircraft operations.

Grading, Soil Erosion Control, and Safe Construction Practice

Grading on the safety areas is not included in this project. No open trenches are permitted on this project.

Soil erosion must be controlled to maintain RSA/TSA standards. The RSA/TSA must be cleared, graded, and capable of supporting snow removal equipment, aircraft rescue and firefighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft. The RSA/TSA should be free of potentially hazardous ruts, humps, depressions, or other surface variations.

No construction activity, including open trenches and excavations, may occur the RSA/TSA while the associated runway/taxiway is open. If possible, trenches within the RSA/TSA should be backfilled before the runway/taxiway is opened. Any open trenches or excavations that cannot be backfilled prior to the re-opening of a runway/taxiway must be appropriately covered. Covering for open trenches must be designed to allow the safe operation of the heaviest aircraft operating on the runway across the trench without damage to the aircraft. The Contractor must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the Airport, and light them with red lights during hours of restricted visibility or darkness

19. OTHER LIMITATIONS ON CONSTRUCTION

- No open flames/torches unless safety precautions are provided, and Airport approval is received.
- No use of tall equipment unless a 7460-1 is filed and a determination is issued.
- No use of electrical blasting caps.
- No work on nights and weekends without Airport approval.

APPENDICES

Appendix A – Crack Sealing Plan & Pavement Marking Plan

Appendix B – Emergency Contact List

Appendix C – SPCD – Safety Plan Compliance Document

APPENDIX A – CRACK SEALING PLAN & PAVEMENT MARKING PLAN

BID ADDITIVE #2

I. CRACK SEALING NOTES:

- SEE SHEET 2 FOR GENERAL NOTES.
- SEE SHEET 13 FOR CRACK SEALING DETAILS.
- PRIOR TO THE START OF CRACK SEALING, THE CONTRACTOR AND ENGINEER SHALL WALK EACH SECTION AND AGREE ON CRACKS TO BE SEALED.
- EXISTING CRACKS TO BE SEALED SHALL BE CLEANED OF ALL LOOSE MATERIAL, RESIDUE, MOISTURE AND/OR DEBRIS BY USING COMPRESSED AIR AND/OR HEAT PRIOR TO APPLYING SEALANT.
- THE QUANTITY OF CRACK SEALING IDENTIFIED IN THE TABLE ON THIS SHEET IS AN ESTIMATE. ADDITIONAL CRACK SEALING ABOVE THE QUANTITIES LISTED ON THIS SHEET WILL REQUIRE APPROVAL OF THE ENGINEER.
- AIRFIELD MARKINGS OBTSCURED AS A RESULT OF THE CRACK SEALING SHALL BE RE-PAINTED FOLLOWING COMPLETION OF THE CRACK SEALING WORK (PAY ITEM P-605-5.1).

II. WORK SCHEDULE AND SAFETY NOTES:

- THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE AT THE PRE-CONSTRUCTION MEETING.
- THE CONTRACTOR SHALL CONFIRM SCHEDULE WITH ENGINEER 72 HOURS (3 DAYS) PRIOR TO THE START OF WORK AT EACH AIRPORT.
- NO WORK SHALL OCCUR UNTIL A NOTAM HAS BEEN PUBLISHED BY THE AIRPORT OPERATOR.
- THE ENGINEER WILL COORDINATE WITH THE AIRPORT OPERATOR TO ISSUE ALL APPROPRIATE NOTAMS.
- WORK SHALL OCCUR MONDAY-FRIDAY ONLY. NO WORK SHALL OCCUR ON STATE HOLIDAYS IN ADDITION TO NO WORK ON SATURDAY-SUNDAY.
- WORK SHALL OCCUR DURING DAYTIME HOURS ONLY (7:00AM - 7:00PM).
- WORK MAY ONLY OCCUR AT ONE AIRPORT AT A TIME.
- THE CONTRACTOR SHALL NOT COMBINE CRACK SEALING AND PAVEMENT MARKING OPERATIONS
- CONTRACTORS WORK MAY BE INTERRUPTED BY SCHEDULED AIR SERVICE AND LARGER AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL ACCOMMODATE ALL SUCH INTERRUPTIONS.

QUANTITY ESTIMATE

ITEM 699.3950 P-605-5.1 JOINT SEALING FILLER	
QUANTITY(LBS)	
TOTALS	400

III. AIRPORT CLOSURES:

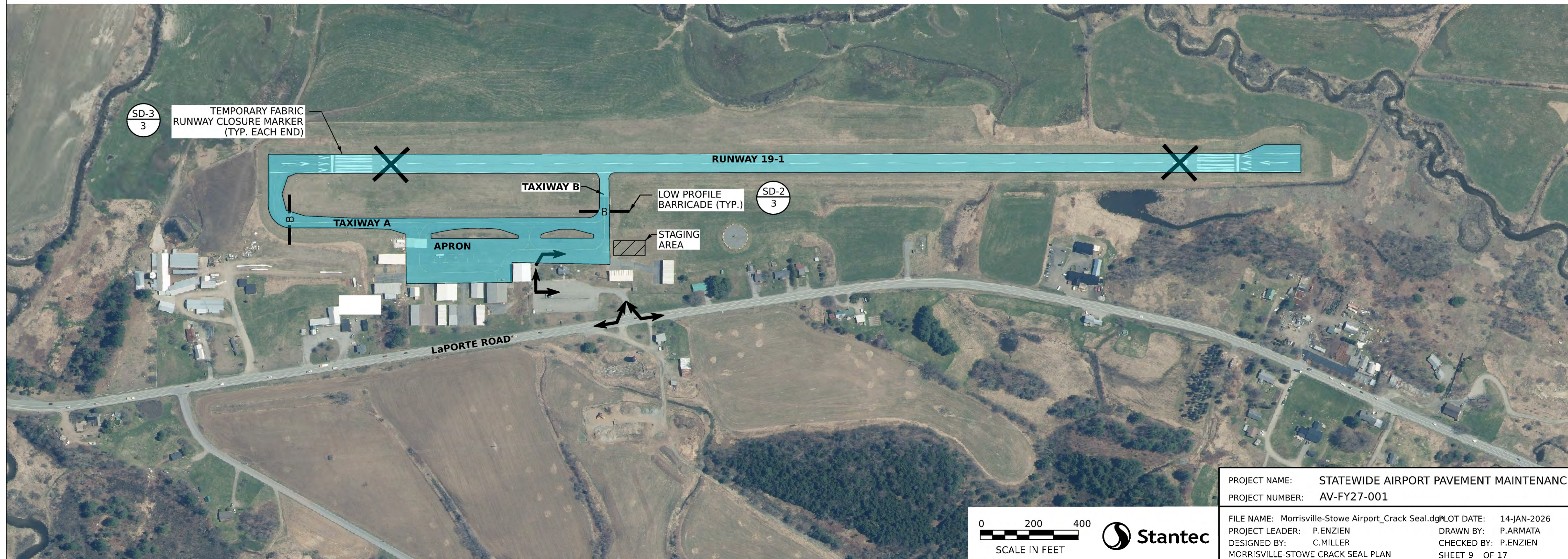
- RUNWAY 1-19
- TAXIWAY ALPHA AND BRAVO.
- TERMINAL APRON.

IV. DESCRIPTION OF MAJOR WORK EFFORTS:

- FURNISH AND INSTALL TRAFFIC CONTROL DEVICES (ie. RUNWAY CLOSURE X's, BARRICADES, ETC.).
- FURNISH AND INSTALL CRACK SEALANT.
- THE CONTRACTOR AND ENGINEER SHALL WALK ALL WORK AREAS TO CONDUCT FOREIGN OBJECT DEBRIS (FOD) -- CHECK PRIOR TO RE-OPENING AREA TO AIR TRAFFIC. AREA MAY RE-OPEN ONLY AFTER APPROVAL OF ENGINEER / - AIRPORT OPERATOR.
- CONTRACTOR SHALL REMOVE FABRIC X's WHEN RUNWAY WORK IS COMPLETE AND ONLY AFTER ALL EQUIPMENT AND PERSONNEL HAVE VACATED THE RUNWAY.

LEGEND

- DENOTES AIRFIELD PAVEMENT TO BE CRACK SEALED
- LOW PROFILE BARRICADE
- CONTRACTOR STAGING AREA
- CONTRACTOR ACCESS ROUTE



PROJECT NAME: STATEWIDE AIRPORT PAVEMENT MAINTENANCE
 PROJECT NUMBER: AV-FY27-001
 FILE NAME: Morrisville-Stowe Airport_Crack Seal.dgn PLOT DATE: 14-JAN-2026
 PROJECT LEADER: P.ENZIEN DRAWN BY: P.ARMATA
 DESIGNED BY: C.MILLER CHECKED BY: P.ENZIEN
 MORRISVILLE-STOWE CRACK SEAL PLAN SHEET 9 OF 17

BID ADDITIVE #2



I. PAVEMENT MARKING NOTES:

- SEE SHEET 2 FOR GENERAL NOTES.
- SEE SHEETS 14, 15, 16 AND 17 FOR PAVEMENT MARKING DETAILS.
- EXISTING SURFACES SHALL BE CLEANED OF ALL LOOSE PAINT, RESIDUE AND/OR DEBRIS EITHER BY SWEEPING OR - BLOWING WITH COMPRESSED AIR (OR BOTH) PRIOR TO PAINTING.
- RE-PAINT MARKINGS AT EXISTING LOCATIONS. DETAILS ARE PROVIDED ONLY FOR REFERENCE.

II. WORK SCHEDULE AND SAFETY NOTES:

- THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE AT THE PRE-CONSTRUCTION MEETING.
- THE CONTRACTOR SHALL CONFIRM A WORK SCHEDULE WITH THE ENGINEER 72 HOURS (3 DAYS) PRIOR TO THE START OF WORK AT EACH AIRPORT.
- NO WORK SHALL OCCUR UNTIL NOTAM HAS BEEN PUBLISHED BY THE AIRPORT OPERATOR.
- THE ENGINEER WILL COORDINATE WITH THE AIRPORT OPERATOR TO ISSUE ALL APPROPRIATE NOTAMS.
- WORK SHALL OCCUR MONDAY-FRIDAY ONLY. NO WORK SHALL OCCUR ON STATE HOLIDAYS IN ADDITION TO NO WORK ON SATURDAY-SUNDAY.
- WORK SHALL OCCUR DURING DAYTIME HOURS ONLY (7:00AM - 7:00PM).
- WORK MAY ONLY OCCUR AT ONE AIRPORT AT A TIME.
- THE CONTRACTOR SHALL NOT COMBINE CRACK SEAL AND PAVEMENT MARKING OPERATIONS.
- CONTRACTORS WORK MAY BE INTERRUPTED BY SCHEDULED AIR SERVICE AND LARGER AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL ACCOMMODATE ALL SUCH INTERRUPTIONS.

III. AIRPORT CLOSURES:

- RUNWAY 1-19
- TAXIWAY ALPHA AND BRAVO.
- TERMINAL APRON.





IV. DESCRIPTION OF MAJOR WORK EFFORTS:

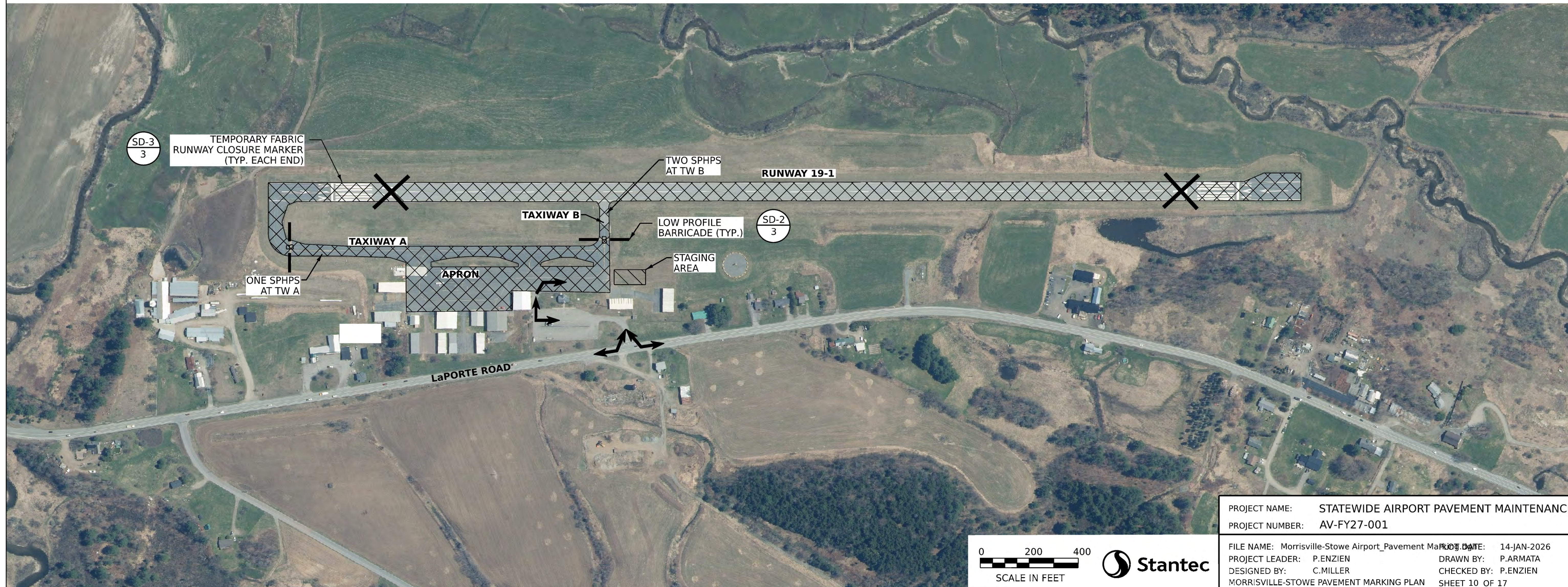
- FURNISH AND INSTALL TRAFFIC CONTROL DEVICES (IE. RUNWAY CLOSURE X'S, BARRICADES, ETC.).
- FURNISH AND INSTALL PAVEMENT MARKINGS.
- THE CONTRACTOR AND ENGINEER SHALL WALK ALL WORK AREAS TO CONDUCT FOREIGN OBJECT DEBRIS (FOD) CHECK PRIOR TO RE-OPENING AREA TO AIR TRAFFIC. AREA MAY RE-OPEN ONLY AFTER APPROVAL OF ENGINEER / AIRPORT OPERATOR.
- CONTRACTOR SHALL REMOVE LIGHTED AND OR FABRIC X'S WHEN RUNWAY WORK IS COMPLETE AND ONLY AFTER - ALL EQUIPMENT AND PERSONNEL HAVE VACATED THE RUNWAY.

QUANTITY ESTIMATE

ITEM 699.4150 P-620-5.2b MARKINGS		
WHITE/YELLOW WITH TYPE 1A GLASS BEADS (SF)	BLACK WITHOUT GLASS BEADS (SF)	RED WITH TYPE 1A GLASS BEADS (SF)
33,000	10,000	200

LEGEND

-  DENOTES AIRFIELD PAVEMENT TO BE RE-PAINTED AT EXISTING LOCATIONS.
-  LOW PROFILE BARRICADE
-  CONTRACTOR STAGING AREA
-  CONTRACTOR ACCESS ROUTE



PROJECT NAME: STATEWIDE AIRPORT PAVEMENT MAINTENANCE
 PROJECT NUMBER: AV-FY27-001
 FILE NAME: Morrisville-Stowe Airport_Pavement Marking Plan
 PROJECT LEADER: P.ENZIEN
 DESIGNED BY: C.MILLER
 MORRISVILLE-STOWE PAVEMENT MARKING PLAN
 DATE: 14-JAN-2026
 DRAWN BY: P.ARMATA
 CHECKED BY: P.ENZIEN
 SHEET 10 OF 17

APPENDIX B – EMERGENCY CONTACT LIST

“TO BE SUBMITTED AFTER CONTRACTOR IS SELECTED”

Construction Safety and Phasing Plan – Morrisville-Stowe State Airport (MVL)

Statewide Crack Seal and Pavement Marking - CSPP

AV-FY27-001

APPENDIX C – SPCD – OUTLINE FOR CONTRACTOR’S SAFETY PLAN COMPLIANCE DOCUMENT

Morrisville-Stowe State Airport (MVL)
Statewide Crack Seal and Pavement Marking
AV-FY27-001
February 2026

Outline for Contractor's
Safety Plan Compliance Document (SPCD)

In accordance with the Federal Aviation Administration's (FAA) Advisory Circular (AC) No. 150/5370-2G, *Operational Safety on Airports During Construction*, dated December 13, 2017, the Contractor shall submit a **Safety Plan Compliance Document (SPCD)** to CEF for approval to be issued prior to the Notice to Proceed.

The Contractor's SPCD shall include a general statement by the construction contractor that he/she has read and will abide by the Construction Safety and Phasing Plan (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 shall 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.
 - c. Duration of construction activities.
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, if required.
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).

Morrisville-Stowe State Airport (MVL)
Statewide Crack Seal and Pavement Marking
AV-FY27-001
February 2026

Outline for Contractor's
Safety Plan Compliance Document (SPCD)

- b. Listing of individuals requiring driver training (if required)
 - c. Radio communications.
 - i. Types of radios and backup capabilities. (ii) Who will be monitoring radios, if required.
 - ii. Whom to contact if the ATCT cannot reach the contractor's designated person by radio or telephone.
 - 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.
- 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.

Morrisville-Stowe State Airport (MVL)
Statewide Crack Seal and Pavement Marking
AV-FY27-001
February 2026

Outline for Contractor's
Safety Plan Compliance Document (SPCD)

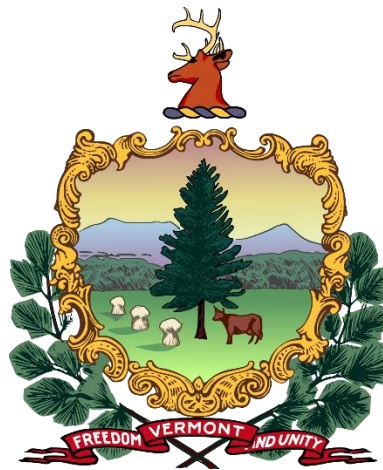
- 13. Special conditions.** Discuss proposed actions for each special condition identified in the CSPP.
- 14. Runway and taxiway visual aids.** Including marking, lighting, signs, and visual NAVAIDs, as required.
- 15. Marking and signs for access routes.** Discuss proposed methods of demarcating access 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.** Discuss proposed methods for adequately illuminating the work area during nighttime construction operations, if required.
- 18. 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, if required.
- 19. Other limitations** on construction should be identified in the CSPP and should not require an entry in the SPCD.

CONSTRUCTION SAFETY & PHASING PLAN

Statewide Crack Seal and Pavement Marking

AV-FY27-001

**Franklin County State Airport
Highgate, Vermont**



PREPARED BY:



ALBANY, NEW YORK

February 2026

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Construction Safety and Phasing Plan – Franklin County State Airport (FSO)

Statewide Crack Seal and Pavement Marking - CSPP

AV-FY27-001

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Construction Safety and Phasing Plan – Franklin County State Airport (FSO)

Statewide Crack Seal and Pavement Marking - CSPP

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CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

Aviation safety is the primary consideration at airports, especially during construction. This Construction Safety and Phasing Plan (CSPP) will serve as a companion document to the Project plans and specifications for the Statewide Airport Pavement Maintenance Project for Franklin County State Airport (FSO) (Airport) and has been written in compliance with FAA AC 150/5370-2 (Current Edition), Operational Safety on Airports During Construction. The following sections detail the phasing developed for this Project and is intended to minimize the impact the Project will have on the airport while providing a logical sequence of construction activities, addressing scheduling, coordination, and airfield safety precautions as they relate to the Project.

The contractor shall submit to the engineer within 5 days after AWARD of the contract a written Safety Plan Compliance Document (SPCD) prepared in accordance with the guidance specified in FAA Advisory Circular AC 150/5370-2F Paragraph 103b, which can be located online at:

http://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5370_2f.pdf

The SPCD shall detail how the contractor will comply with the Construction Safety and Phasing Plan included herein and shown on the project drawings and in the specifications. The SPCD will specifically identify the precautions the contractor proposes for the control of vehicle traffic including flaggers, signs, escorts, and any other measures proposed. No work shall start until this SPCD is approved by the Franklin County State Airport Operation's Staff (Airport) and Engineer.

1. SCOPE OF WORK AND PROJECT COORDINATION

Franklin County State Airport proposes to crack seal airport pavement and conduct an airport-wide pavement painting on Runway 18-36, Taxiway A, B, C, and Terminal Apron.

A pre-construction meeting will be held prior to the start of construction. During the pre-construction meeting, weekly construction meetings will be scheduled to take place for the duration of the project.

If alterations occur requiring revisions to the CSPP, the revisions should be coordinated with and reviewed by FAA Airports Division. Depending on the significance of the revisions, a resubmission through OE/AAA maybe required.

Prior to construction, coordination is required with FAA ATO and FAA Tech OPS. The airport manager shall submit NOTAMs and provide additional coordination if instructed by the preapproved 7460 determination.

Once the proposed project has been advertised for bid, the Airport Manager will begin notifying airport users of the project. This is typically accomplished at commission meetings, by hanging posters at the terminal building and by posts on the airport website. The Airport Manager will also coordinate directly with tenants who are immediately adjacent to the construction area. No relocations or major impacts to tenants are anticipated.

Construction Safety and Phasing Plan – Franklin County State Airport (FSO)

Statewide Crack Seal and Pavement Marking - CSPP

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2. PHASING

The project involves two (2) phases of construction which are depicted in greater detail on the Construction Safety and Phasing Plans attached in Appendix A:

Phase 1 – Crack Seal

Phase 2 – Pavement Marking

The Contractor is required to submit a schedule of the overall proposed sequence of work prior to starting construction activities. The Contractor is required to confirm and coordinate work schedule with the Airport 72 hours (3 days) before work is to begin.

Any change to the project phasing as shown on the approved CSPP will require review and approval by the FAA and the Airport.

3. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

Phase 1 - Crack Sealing: Temporary closures for crack sealing include Runway 18-36, Taxiway A, B, C, and Terminal Apron. To manage air traffic the airfield will be closed during work is taking place on the airfield, with the workday being Monday through Friday. The work zone will be delineated with low-profile, water-ballasted, and lighted safety barricades attached with flashing red beacons in accordance with AC 150/5370-2G, *Operational Safety on Airports during Construction*, and fabric closure crosses will be placed on runway ends. This project is being monitored by a full-time resident engineer who will monitor the site for potential safety concerns.

Phase 2 - Pavement Markings: Temporary closures for pavement markings Runway 18-36, Taxiway A, B, C, and Terminal Apron. To manage air traffic the airfield will be closed during work is taking place on the airfield, with the workday being Monday through Friday. The work zone will be delineated with low-profile, water-ballasted, lighted safety barricades attached with flashing red beacons in accordance with AC 150/5370-2G, *Operational Safety on Airports during Construction*, and fabric closure crosses will be placed on runway ends. This project is being monitored by a full-time resident engineer who will monitor the site for potential safety concerns.

Phase 1 and 2 work shall not be done concurrently.

No night-time work will be allowed. No work allowed on State or Federal Holidays.

Construction timeframe: Summer of 2027.

4. NAVIGATION AID (NAVAID) PROTECTION

No NAVAIDS are planned to be interrupted or altered as part of this project. All existing NAVAIID equipment will be protected during construction.

Construction Safety and Phasing Plan – Franklin County State Airport (FSO)

Statewide Crack Seal and Pavement Marking - CSPP

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5. CONTRACTOR ACCESS

The Contractor is required to comply with all airport safety and security measures, as outlined in the Contract Documents or as directed by the Engineer or Airport. In addition, the Contractor is required to follow the latest version of FAA Advisory Circular 150/5370-2G, with respect to safety requirements as well as any other requirements set forth by the Airport.

The Contractor shall have a designated staging area located within the apron area. Equipment and material shall not be stored within 10' of the security fence. The haul route and staging area are shown on the Construction Safety and Phasing Plan in Appendix A.

Prior to the start of the project, the Contractor and working personnel shall attend a pre-construction meeting to discuss safety when operating and working within the limits of the Air Operations Area (AOA).

All construction personnel accessing the work site shall have completed a minimum 10-hour OSHA training, shall be wearing properly approved safety equipment, and shall be knowledgeable of working within the limits of an active airfield.

Prior to the start of every work shift, the Contractor, Engineer, and all the construction crews shall meet to discuss safety during the upcoming shift.

The Contractor shall assign a security point of contact for the project. This responsible person shall monitor radio transmissions and remain on site at all times during work. This person shall also keep a list of all persons working on the site during a shift and designate a point where all employees are to meet in the case of an emergency evacuation.

The Contractor shall provide a safety officer familiar with airport safety to monitor construction activities to ensure the Contractor adheres to all requirements established by the plan and specifications, as well as the requirements of the FAA, Airport, and any other applicable agencies.

The Contractor shall also provide a point of contact who can be contacted at any time throughout the course of the project and who is capable of providing an immediate response to correct any construction-related activity that may adversely affect the operational safety of the airport.

The Contractor and their employees should be aware of, and cooperate with, the heightened security at the airport and report anything suspicious to the appropriate authorities.

The contractor shall maintain airport security during construction when access points are created in the security fencing and at gate locations. Temporary gates should be equipped so they can be securely closed and locked to prevent access by animals and unauthorized people.

For deliveries of equipment or materials that must access work zones via airside movement areas, prior approval must be secured from the Airport and Engineer.

Construction Safety and Phasing Plan – Franklin County State Airport (FSO)

Statewide Crack Seal and Pavement Marking - CSPP

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Location of Stockpiled Construction Material

Material stockpiles will be limited to the designated contractor staging areas.

Disposal of surplus and unsuitable material shall be hauled off site.

Location of Construction Site Parking/Access and Haul Roads

Construction traffic access to the contractor staging area and the proposed work site will be through a designated gate along State Road. Contractor employees shall park their personal vehicles within the contractor staging area.

Vehicle Identification

- Each vehicle shall have the Contractor's name clearly identified on the side of the vehicle.
- All vehicles and construction equipment entering the airfield shall be equipped with an amber flashing beacon and/or a 3-foot square flag consisting of international orange and white squares in full view above the vehicle.

Radio Communications

While working within the AOA, the Contractor shall:

- Monitor aircraft traffic on frequencies CTAF/UNICOM 122.8 using a VHF radio capable of transmitting and receiving FAA frequencies.
- Provide one construction safety vehicle manned with a qualified escort person for all scheduled construction activities within the AOA. This person shall meet Airport safety and vehicle requirements and shall maintain proper radio protocol.
- Maintain contact between escort vehicles, construction vehicles, Engineer and Airport Manager's office either by radio on a dedicated construction frequency or via mobile telephones.

6. WILDLIFE MANAGEMENT

The Contractor shall report all wildlife activity that may impact operations to the Airport and Engineer, should the need arise.

All food brought on site shall be placed in closed containers. In addition, trash must be properly disposed to prevent attraction from wildlife. Stockpiled materials shall also be monitored closely for wildlife activity.

At no point should any fences or gate be left open and/or unattended.

Construction Safety and Phasing Plan – Franklin County State Airport (FSO)

Statewide Crack Seal and Pavement Marking - CSPP

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No standing water, tall grasses or disruption of wildlife habitat is anticipated on this project.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

Waste and loose materials can cause damage to aircraft landing gears, propellers, and jet engines. The Contractor shall not leave or place FOD on or near active aircraft movement areas. Materials capable of creating FOD will be removed during the construction project. Any loose debris from the work shall be picked up immediately by the Contractor, both inside and outside the work area. The contractor, RPR, and Airport Operations shall walk all work areas to conduct Foreign Object Debris check prior to re-opening the area to air traffic.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

Hazardous materials are not anticipated on the project; however, the Contractor will be required to submit a safety plan, which details how the company handles hazardous materials, should the need arise.

If fuel spills occur on site, from the refueling of equipment, the contractor shall have a spill kit and procedures in place to notify the Airport and local fire department.

All construction vehicle fueling must take place off airport.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

The following are the primary points of contact:

<u>Party</u>	<u>Contact Telephone</u>
State Airport Operations and Maintenance Manager (Christopher Beitzel)	(802) 272-7725
Franklin County State Airport Vtrans Contact (Mike Maskell)	(802) 595-9520
Vermont Agency of Transportation (Jason Owen)	(802) 595-1215
FAA Tech Ops	(202) 267-3366
Stantec Consulting Services (Pete Enzien)	(518) 452-4358
Digsafe	811

At a minimum, the contact information for the following entities will be included on the emergency contact list, which will be attached to the CSPP once a Contractor has been selected:

State Airport Operations and Maintenance Manager
Vermont State Police
St. Albans Police Department (St. Albans, VT)
Village Fire Department (St. Albans, VT)
Local Hospital
Stantec Project Manager
Stantec Resident Engineer

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Contractor's Safety Officer
Contractor's Project Manager
Contractor's Site Superintendent
FAA Regional Operations Center (24/7)

In the case of an emergency, the contractor shall first call 911 and then notify the Airport and RPR.

Notice to Mission (NOTAM) procedure

A Notice to Airmen will be published by Franklin County State Airport Operation staff with 48 hours prior notice from the Contractor, through the RPR. The time limits defined in the NOTAM must be strictly adhered to and notification of the engineer and Airport Operation Staff is required as soon as practicable if for any reason the NOTAM changes.

Coordination with airport Aircraft Rescue and Fire Fighting (ARFF) is require prior to start of major work items and prior to construction phase changes.

Any person proposing construction or alteration of objects that affect navigable airspace, as defined in 14 CFR Part 77, shall notify the FAA. This includes construction equipment and associated parking areas on the airport. The Engineer shall submit FAA form 7460-1 to the appropriate FAA Airport Regional or District Office.

10. INSPECTION REQUIREMENTS

The Contractor is responsible for quality control inspection of his/her own work and safety requirements. The RPR will represent the Airport providing full-time construction oversight and will require the Contractor to adhere to the Contract Documents, which will include all requirements contained in this Construction Safety and Phasing Plan. For the project files, daily inspection reports will be recorded, and monthly reports will be prepared and submitted to the New England FAA Airports office. After substantial completion of the project, a final inspection shall take place. The final inspection will be open to FAA, VTrans, Airport Management and Stantec, comments will be used to develop a punch list for the Contractor to complete.

11. UNDERGROUND UTILITIES

No excavation is proposed in this project and therefore, no underground utilities will be impacted. The Contractor shall coordinate with the Airport to ensure existing utilities are protected in the project area. Should an existing utility be damaged or disrupted, the Airport shall be notified immediately.

12. PENALTIES

Within five (5) days after contract execution, the Contractor shall submit to the RPR a written security and safety plan. No construction shall commence until the sponsor/consultant and Airport have reviewed the Contractor's security and safety plan for conformance to the FAA-approved

Construction Safety and Phasing Plan – Franklin County State Airport (FSO)

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plan. The Contractor shall follow the security and safety plan explicitly. The Airport may stop the work at any time if this plan is violated. Such work stoppage shall not be considered a reason for extending the contract time or claim for additional compensation.

Any Contractor not conforming to these requirements will be considered in direct violation of the FAA-approved Airport Security Program, and the work will be stopped until approval to return to work is given by the Airport. No time extensions or extra costs claims for the contract will be given consideration due to security violations. It is the responsibility of the Contractor to instruct, monitor, and supervise work staff so that this circumstance never occurs.

If any of the Contractor's employees violate the airport's security or driving rules and regulations, they will be cited by the Airport or RPR. The employee may be arrested, fined, and banned from the airport secured areas for the duration of the project. If there are delays in the Contractor's work schedule because of this action, the Airport will not consider any time extensions or claims for extra costs. It is the Contractor's responsibility to provide qualified, responsible, and experienced personnel so that violations do not occur.

If more than two employees are banned from working on the secured areas of the airport, work will be subject to shut down until the Contractor can prove to the Airport that the staff has been retrained to work safely and within the rules and regulations of the Airport. No time extensions or claims for extra costs will be considered by the Airport for this type of violation.

13. SPECIAL CONDITIONS

While there are no current special conditions, it is advised that an aircraft in distress always has the right-of-way. Construction personnel must give way to aircraft in distress.

14. RUNWAY AND TAXIWAY VISUAL AIDS

Runway 18-36 will have temporary fabric runway closure markers placed over the Runway Designation numbers signaling to all aircraft that the runway is closed. Temporary fabric runway closure markers shall be secured in place to prevent movement by prop wash, jet blast, wind gusts, and be constructed of durable material. Runway 18-36 will be closed for the duration of both crack sealing and pavement marking phases, but not at the same time.

Runway and/or taxiway lighted circuits shall be deactivated whenever the runway is closed. When deactivation is not possible, the light fixture shall be covered in such a way as to prevent light leakage.

15. MARKING AND SIGNS FOR ACCESS ROUTES

The contractor shall provide signs to properly direct his/her employees and delivery trucks to the proper work areas. All signage will be located and constructed to the standard sizes, coloring

Construction Safety and Phasing Plan – Franklin County State Airport (FSO)

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and lettering as specified in the Manual on Uniform Traffic Control Devices (MUTCD) and shall be approved by the Engineer.

16. HAZARD MARKING AND LIGHTING

Equipment and vehicles used in construction operations will be marked with amber beacons or orange/white checkered flags. Water ballasted lighted safety barricades, supplemented with flashing red beacons will be used to delineate the work areas.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

No night-time work is permitted for this project.

18. PROTECTION OF RUNWAY/TAXIWAY SAFETY AREAS AND OBJECT FREE AREAS

Runway Safety Area (RSA)

A runway safety area is 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.

Prior to any construction activity on the runway or RSA, the runway as well as its RSA, must be delineated for construction activity using low-profile, water-ballasted, and lighted safety barricades as visual barriers for construction employees. Separation distances and barricade heights must be in accordance with FAA AC 150/5370-2G. All barricades shall be set prior to the start of construction activity and maintained on a daily basis, including daily inspection by both the RPR, Airport Operations staff, and the Contractor. Any deficiencies shall be immediately corrected.

Runway Object Free Area (ROFA)

Equipment is to be removed from the ROFA when not in use, and the Contractor shall not stockpile equipment, barriers, or other materials within the Object Free Areas at any time. Construction vehicles crossing the ROFA will need to coordinate with the Airport.

Runway Obstacle Free Zone (ROFZ)

In general, personnel, material, and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. If a penetration to the OFZ is necessary, it may be possible to continue aircraft operations through operational restrictions.

Runway Approach/Departure Areas and Clearways

All personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces, as defined in AC 150/5300-13B. No work or activity under this contract will impact runway approach/departure clearances.

Construction Safety and Phasing Plan – Franklin County State Airport (FSO)

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Taxiway Safety Area (TSA)

No construction may occur within the TSA while the taxiway is open for aircraft operations.

Taxiway Object Free Area (TOFA)

No construction may occur within the taxiway object free area while the taxiway is open for aircraft operations.

Grading, Soil Erosion Control, and Safe Construction Practice

Grading on the safety areas is not included in this project. No open trenches are permitted on this project.

Soil erosion must be controlled to maintain RSA/TSA standards. The RSA/TSA must be cleared, graded, and capable of supporting snow removal equipment, aircraft rescue and firefighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft. The RSA/TSA should be free of potentially hazardous ruts, humps, depressions, or other surface variations.

No construction activity, including open trenches and excavations, may occur the RSA/TSA while the associated runway/taxiway is open. If possible, trenches within the RSA/TSA should be backfilled before the runway/taxiway is opened. Any open trenches or excavations that cannot be backfilled prior to the re-opening of a runway/taxiway must be appropriately covered. Covering for open trenches must be designed to allow the safe operation of the heaviest aircraft operating on the runway across the trench without damage to the aircraft. The Contractor must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the Airport, and light them with red lights during hours of restricted visibility or darkness

19. OTHER LIMITATIONS ON CONSTRUCTION

- No open flames/torches unless safety precautions are provided, and Airport approval is received.
- No use of tall equipment unless a 7460-1 is filed and a determination is issued.
- No use of electrical blasting caps.
- No work on nights and weekends without Airport approval.

Construction Safety and Phasing Plan – Franklin County State Airport (FSO)

Statewide Crack Seal and Pavement Marking - CSPP

AV-FY27-001

APPENDICES

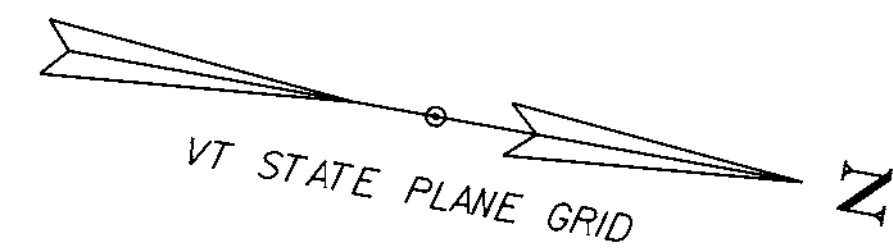
Appendix A – Crack Sealing Plan & Pavement Marking Plan

Appendix B – Emergency Contact List

Appendix C – SPCD – Safety Plan Compliance Document

APPENDIX A – CRACK SEALING PLAN & PAVEMENT MARKING PLAN

BID ADDITIVE #3



I. CRACK SEALING NOTES:

- SEE SHEET 2 FOR GENERAL NOTES.
- SEE SHEET 13 FOR CRACK SEALING DETAILS.
- PRIOR TO THE START OF CRACK SEALING, THE CONTRACTOR AND ENGINEER SHALL WALK EACH SECTION AND AGREE ON CRACKS TO BE SEALED.
- THE QUANTITY OF CRACK SEALING IDENTIFIED IN THE TABLE ON THIS SHEET IS AN ESTIMATE. ADDITIONAL CRACK SEALING ABOVE THE QUANTITIES LISTED ON THIS SHEET WILL REQUIRE APPROVAL OF THE ENGINEER.
- AIRFIELD MARKINGS OBSCURED AS A RESULT OF THE CRACK SEALING SHALL BE RE-PAINTED FOLLOWING COMPLETION OF THE CRACK SEALING WORK (PAY ITEM P-620-5.1).

II. WORK SCHEDULE AND SAFETY NOTES:

- THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE AT THE PRE-CONSTRUCTION MEETING.
- THE CONTRACTOR SHALL CONFIRM SCHEDULE WITH ENGINEER 72 HOURS (3 DAYS) PRIOR TO THE START OF WORK AT EACH AIRPORT.
- NO WORK SHALL OCCUR UNTIL A NOTAM HAS BEEN PUBLISHED BY THE AIRPORT OPERATOR.
- THE ENGINEER WILL COORDINATE WITH THE AIRPORT OPERATOR TO ISSUE ALL APPROPRIATE NOTAMS.
- WORK SHALL OCCUR MONDAY-FRIDAY ONLY. NO WORK SHALL OCCUR ON STATE HOLIDAYS IN ADDITION NO WORK ON SATURDAY-SUNDAY.
- WORK SHALL OCCUR DURING DAYTIME HOURS ONLY (7:00AM - 7:00PM).
- WORK MAY ONLY OCCUR AT ONE AIRPORT AT A TIME.
- CONTRACTORS WORK MAY BE INTERRUPTED BY SCHEDULED AIR SERVICE AND LARGER AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL ACCOMMODATE ALL SUCH INTERRUPTIONS.

III. AIRPORT CLOSURES:

- RUNWAY 18-36.
- TAXIWAYS ALPHA, BRAVO AND CHARLIE.
- FBO APRON.

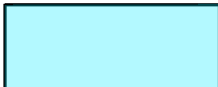
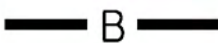
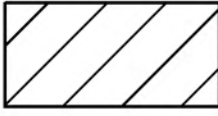

IV. DESCRIPTION OF MAJOR WORK EFFORTS:

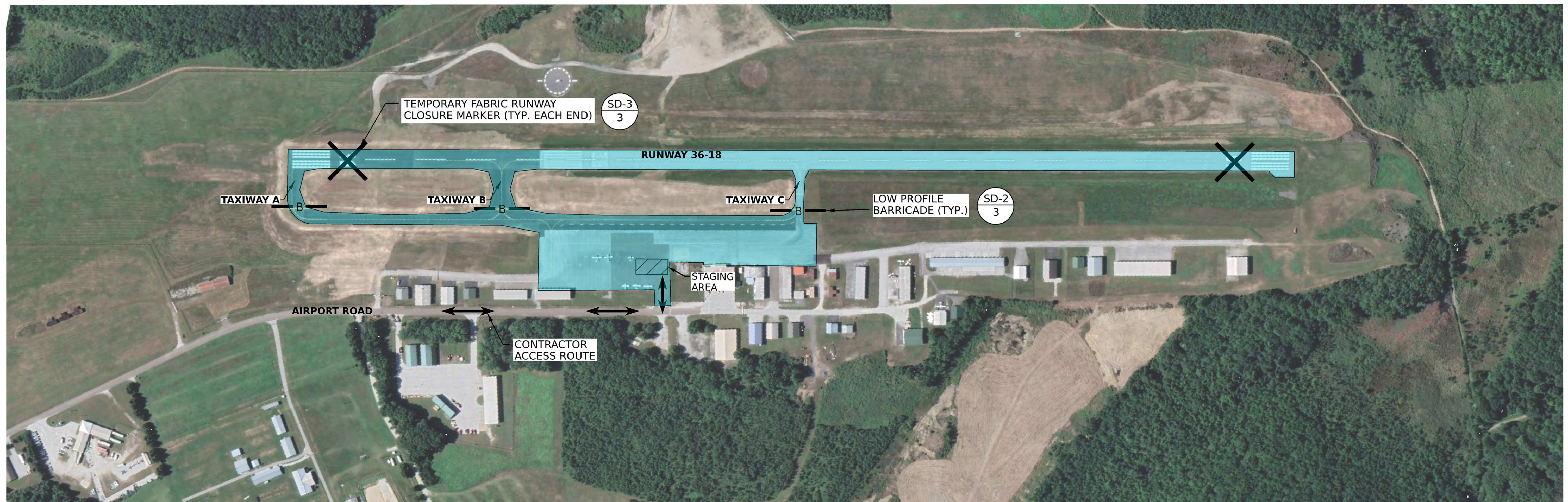
- FURNISH AND INSTALL TRAFFIC CONTROL DEVICES (IE. TEMPORARY CLOSURE CROSS'S, BARRICADES, ETC.).
- FURNISH AND INSTALL CRACK SEALANT.
- THE CONTRACTOR AND ENGINEER SHALL WALK ALL WORK AREAS TO CONDUCT FOREIGN OBJECT DEBRIS (FOD) CHECK PRIOR TO RE-OPENING AREA TO AIR TRAFFIC. AREA MAY RE-OPEN ONLY AFTER APPROVAL OF ENGINEER / AIRPORT OPERATOR.
- CONTRACTOR SHALL REMOVE TEMPORARY CLOSURE CROSS'S WHEN RUNWAY WORK IS COMPLETE AND ONLY AFTER ALL EQUIPMENT AND PERSONNEL HAVE VACATED THE RUNWAY.

QUANTITY ESTIMATE

ITEM 699.3950 P-605-5.1 JOINT SEALING FILLER	
SECTION	QUANTITY(LBS)
TOTALS	300

LEGEND

-  DENOTES AIRFIELD PAVEMENT TO BE CRACK SEALED
-  LOW PROFILE BARRICADE
-  CONTRACTOR STAGING AREA
-  CONTRACTOR ACCESS ROUTE



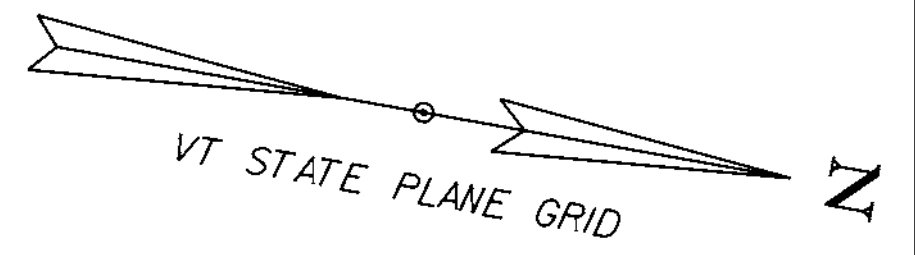
PROJECT NAME: STATEWIDE AIRPORT PAVEMENT MAINTENANCE

PROJECT NUMBER: AV-FY27-001

FILE NAME: Franklin County Airport_Crack Seal.dgn PLOT DATE: 14-JAN-2026
 PROJECT LEADER: P.ENZIEN DRAWN BY: P.ARMATA
 DESIGNED BY: C.MILLER CHECKED BY: P.ENZIEN
 FRANKLIN CRACK SEAL PLAN SHEET 11 OF 17

FRANKLIN COUNTY AIRPORT

BID ADDITIVE #3



I. PAVEMENT MARKING NOTES:

- SEE SHEET 2 FOR GENERAL NOTES.
- SEE SHEETS 14, 15, 16 AND 17 FOR PAVEMENT MARKING DETAILS.
- EXISTING SURFACES SHALL BE CLEANED OF ALL LOOSE PAINT, RESIDUE AND/OR DEBRIS EITHER BY SWEEPING OR BLOWING WITH COMPRESSED AIR (OR BOTH) PRIOR TO PAINTING.
- RE-PAINT MARKINGS AT EXISTING LOCATIONS. DETAILS ARE PROVIDED ONLY FOR REFERENCE.

II. WORK SCHEDULE AND SAFETY NOTES:

- THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE AT THE PRE-CONSTRUCTION MEETING.
- THE CONTRACTOR SHALL CONFIRM A WORK SCHEDULE WITH THE ENGINEER 72 HOURS (3 DAYS) PRIOR TO THE START OF WORK AT EACH AIRPORT.
- NO WORK SHALL OCCUR UNTIL NOTAM HAS BEEN PUBLISHED BY THE AIRPORT OPERATOR.
- THE ENGINEER WILL COORDINATE WITH THE AIRPORT OPERATOR TO ISSUE ALL APPROPRIATE NOTAMS.
- WORK SHALL OCCUR MONDAY-FRIDAY ONLY. NO WORK SHALL OCCUR ON STATE HOLIDAYS IN ADDITIONAL TO NO WORK ON SATURDAY-SUNDAY.
- WORK SHALL OCCUR DURING DAYTIME HOURS ONLY (7:00AM - 7:00PM).
- WORK MAY ONLY OCCUR AT ONE AIRPORT AT A TIME.
- THE CONTRACTOR SHALL NOT COMBINE CRACK SEAL AND PAVEMENT MARKING OPERATIONS.
- CONTRACTORS WORK MAY BE INTERRUPTED BY SCHEDULED AIR SERVICE AND LARGER AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL ACCOMMODATE ALL SUCH INTERRUPTIONS.

III. AIRPORT CLOSURES:

- RUNWAY 18-36.
- TAXIWAYS ALPHA, BRAVO AND CHARLIE.
- FBO APRON.



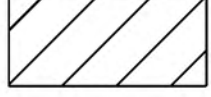

IV. DESCRIPTION OF MAJOR WORK EFFORTS:

- FURNISH AND INSTALL TRAFFIC CONTROL DEVICES (IE. RUNWAY CLOSURE X'S, BARRICADES, ETC.).
- FURNISH AND INSTALL PAVEMENT MARKINGS.
- THE CONTRACTOR AND ENGINEER SHALL WALK ALL WORK AREAS TO CONDUCT FOREIGN OBJECT DEBRIS (FOD) CHECK PRIOR TO RE-OPENING AREA TO AIR TRAFFIC. AREA MAY RE-OPEN ONLY AFTER APPROVAL OF ENGINEER / AIRPORT OPERATOR.
- CONTRACTOR SHALL REMOVE LIGHTED AND OR FABRIC X'S WHEN RUNWAY WORK IS COMPLETE AND ONLY AFTER ALL EQUIPMENT AND PERSONNEL HAVE VACATED THE RUNWAY.

QUANTITY ESTIMATE

ITEM 699.4150 P-620-5.2b MARKINGS		
WHITE/YELLOW WITH TYPE 1A GLASS BEADS (SF)	RED WITH TYPE 1A GLASS BEADS (SF)	BLACK WITHOUT GLASS BEADS (SF)
17,000	500	12,000

LEGEND

-  DENOTES AIRFIELD PAVEMENT TO BE RE-PAINTED AT EXISTING LOCATIONS.
-  LOW PROFILE BARRICADE
-  CONTRACTOR STAGING AREA
-  CONTRACTOR ACCESS ROUTE



PROJECT NAME: STATEWIDE AIRPORT PAVEMENT MAINTENANCE

PROJECT NUMBER: AV-FY27-001

FILE NAME: Franklin County Airport_Paint Marking.dwg

PROJECT LEADER: P.ENZIEN

DESIGNED BY: C.MILLER

FRANKLIN PAVEMENT MARKING PLAN

DATE: 14-JAN-2026

DRAWN BY: P.ARMATA

CHECKED BY: P.ENZIEN

SHEET 12 OF 17



APPENDIX B – EMERGENCY CONTACT LIST

“TO BE SUBMITTED AFTER CONTRACTOR IS SELECTED”

Construction Safety and Phasing Plan – Franklin County State Airport (FSO)

Statewide Crack Seal and Pavement Marking - CSPP

AV-FY27-001

APPENDIX C – SPCD – OUTLINE FOR CONTRACTOR’S SAFETY PLAN COMPLIANCE DOCUMENT

Franklin County State Airport (FSO)
Statewide Crack Seal and Pavement Marking
AV-FY27-001
February 2026

Outline for Contractor's
Safety Plan Compliance Document (SPCD)

In accordance with the Federal Aviation Administration's (FAA) Advisory Circular (AC) No. 150/5370-2G, *Operational Safety on Airports During Construction*, dated December 13, 2017, the Contractor shall submit a **Safety Plan Compliance Document (SPCD)** to CEF for approval to be issued prior to the Notice to Proceed.

The Contractor's SPCD shall include a general statement by the construction contractor that he/she has read and will abide by the Construction Safety and Phasing Plan (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 shall 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.
 - c. Duration of construction activities.
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, if required.
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).

**Franklin County State Airport (FSO)
Statewide Crack Seal and Pavement Marking
AV-FY27-001
February 2026**

**Outline for Contractor's
Safety Plan Compliance Document (SPCD)**

- b. Listing of individuals requiring driver training (if required)
 - c. Radio communications.
 - i. Types of radios and backup capabilities. (ii) Who will be monitoring radios, if required.
 - ii. Whom to contact if the ATCT cannot reach the contractor's designated person by radio or telephone.
 - 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.
- 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.

Franklin County State Airport (FSO)
Statewide Crack Seal and Pavement Marking
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February 2026

Outline for Contractor's
Safety Plan Compliance Document (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, as required.
- 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.** Discuss proposed methods for adequately illuminating the work area during nighttime construction operations, if required.
- 18. 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, if required.
- 19. Other limitations** on construction should be identified in the CSPP and should not require an entry in the SPCD.

**Mandatory Regulations for
FAA Airport Improvement Program Construction Projects**

Source: Contract Provisions Guidelines for Obligated Sponsors and Airport Improvement Program Projects Circular issued on December 29, 2025.

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A1 - ACCESS TO RECORDS AND REPORTS

2 CFR § 200.334

2 CFR § 200.337

FAA Order 5100.38

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

A2 - BREACH OF CONTRACT TERMS

2 CFR Part 200, Appendix II(A)

Contract Types – This provision is required for all contracts that exceed the simplified acquisition threshold as stated in 2 CFR Part 200, Appendix II (A). This threshold is occasionally adjusted for inflation and is \$350,000.

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.

State 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. State reserves the right to withhold payments to Contractor until such time the Contractor corrects the breach or the State elects to terminate the contract. The State's notice will identify a specific date by which the Contractor must correct the breach. State may proceed with termination of the contract if the Contractor fails to correct the breach by the deadline indicated in the State's notice.

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

A4 - GENERAL CIVIL RIGHTS GENERAL PROVISIONS

49 USC § 47123

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

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.

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

Specific Clause that is used for General Contract Agreements

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

A5 - CIVIL RIGHTS – TITLE VI ASSURANCE

49 USC § 47123

FAA Order 1400.11

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:

1. 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);
2. 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;
3. 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);
4. 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);
5. The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 *et seq.*) (prohibits discrimination on the basis of age);
6. 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);

7. 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);
8. 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;
9. 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).

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 State 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:
 - i. Withholding payments to the Contractor under the contract until the Contractor complies; and/or
 - ii. 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.

A6 - CLEAN AIR AND WATER POLLUTION CONTROL

2 CFR Part 200, Appendix II(G)

42 USC § 7401, et seq

33 USC § 1251, et seq

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 State immediately upon discovery. The State 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.

A7 - CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS

2 CFR Part 200, Appendix II(E)

29 CFR § 5.5(b)

40 U.S.C. § 3702

40 U.S.C. § 3704

1. Overtime Requirements.

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

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

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

3. Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration (FAA) or the State 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.

A8 - COPELAND "ANTI-KICKBACK" ACT

2 CFR Part 200, Appendix II(D)

29 CFR Parts 3 and 5

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 State, a weekly statement on the wages paid to each employee performing on covered work during the prior week. State must report any violations of the Act to the Federal Aviation Administration.

A9 - 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

1. Minimum Wages.

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

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph (1)(iv) of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR § 5.5(a)(4). Laborers or mechanics performing work in

more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided*, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under (1)(ii) of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the Contractor and its subcontractors at the site of the work in a prominent and accessible place where it can easily be seen by the workers.

(ii)

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

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

(B) If the Contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action

taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

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

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

- (iii) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.
- (iv) If the Contractor does not make payments to a trustee or other third person, the Contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, *Provided*, that the Secretary of Labor has found, upon the written request of the Contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the Contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. **Withholding.** The Federal Aviation Administration or the Sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the Contractor under this contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the Contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the Federal Aviation Administration may, after written notice to the Contractor, Sponsor, Applicant, or State, 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 State, 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 <http://www.dol.gov/agencies/whd/forms/wh347> 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 State, 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 State).

- (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 State, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR § 5.12.

4. Apprentices and Trainees.

- i. Apprentices. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State

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

- ii. Trainees. Except as provided in 29 CFR § 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination.

Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an 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 the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR § 5.5.

7. Contract Termination: Debarment.

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

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

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

9. Disputes Concerning Labor Standards.

Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR Parts 5, 6, and 7. Disputes within the meaning of this clause

include disputes between the Contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of Eligibility.

- (i) By entering into this contract, the Contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the Contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR § 5.12(a)(1).
- (ii) No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR § 5.12(a)(1).
- (iii) The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 USC § 1001.

A10 - DEBARMENT AND SUSPENSION

CERTIFICATION OF BIDDER REGARDING DEBARMENT

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

By submitting a bid under this proposal, the bidder 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:

1. Checking the System for Award Management at website: <http://www.sam.gov>.
2. Collecting a certification statement similar to the Certification of Bidder Regarding Debarment, above.
3. 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.

A11 - DISADVANTAGED BUSINESS ENTERPRISE

49 CFR Part 26

49 U.S.C. § 47113

A11.3.2 Solicitations with No DBE Contract Goal

The requirements of 49 CFR Part 26 including any amendments thereto apply to this contract. It is the policy of the State to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The State encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.

A11.3.3 Prime Contracts (Contracts Covered by a DBE Program) Contract Assurance

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 State. 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 the State. 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 without prior written consent of State. 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 from the State. Unless State 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.

State may provide such written consent only if State 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 State 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 State, 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 State and the contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why State should not approve the prime contractor's action. If required in a particular case as a matter of public necessity (e.g., safety), State 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 bidder in negotiated procurements.

A12 - 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 State encourages the Contractor to promote policies and initiatives for its employees and other work personnel that decreases 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.

**A13 - PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO
SURVEILLANCE SERVICES OR EQUIPMENT**

2 CFR § 200, Appendix II(K)

2 CFR § 200.216

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

A15 - FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)

29 USC § 201, et seq

2 CFR § 200.430

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.

A16 - CERTIFICATION REGARDING LOBBYING

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 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, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.

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

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

A17 – OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

29 CFR Part 1910

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.

A18 - 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:

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

A19 - RIGHT TO INVENTIONS

2 CFR Part 200, Appendix II(F)

37 CFR Part 401

RIGHTS TO INVENTIONS

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

A20 - SEISMIC SAFETY

49 CFR Part 41

SEISMIC SAFETY

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

A22 - TERMINATION OF CONTRACTS

2 CFR Part 200, Appendix II(B)

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

TERMINATION FOR CONVENIENCE (CONSTRUCTION & EQUIPMENT CONTRACTS)

The State 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 State. Upon receipt of a written notice of termination, except as explicitly directed by the State, 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 State 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 State to protect and preserve property and work related to this contract that State will take possession.

State 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 State's termination action.

State will not pay Contractor for loss of anticipated profits or revenue or other economic loss arising out of or resulting from the State'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 State termination of this contract for cause due to default of the Contractor.

TERMINATION FOR CAUSE (EQUIPMENT)

The State may, by written notice of default to the Contractor, terminate all or part of this Contract for cause if the Contractor:

1. Fails to begin the Work under the Contract within the time specified in the Notice-to-Proceed;
2. Fails to make adequate progress as to endanger performance of this Contract in accordance with its terms;
3. Fails to make delivery of the equipment within the time specified in the Contract, including any State approved extensions;
4. Fails to comply with material provisions of the Contract;
5. Submits certifications made under the Contract and as part of their proposal that include false or fraudulent statements; or
6. Becomes insolvent or declares bankruptcy.

If one or more of the stated events occur, the State will give notice in writing to the Contractor and Surety of its intent to terminate the contract for cause. At the State's discretion, the notice may allow the Contractor and Surety an opportunity to cure the breach or default.

If within [10] days of the receipt of notice, the Contractor or Surety fails to remedy the breach or default to the satisfaction of the State, the State has authority to acquire equipment by other procurement action. The Contractor will be liable to the State for any excess costs the State incurs for acquiring such similar equipment.

Payment for completed equipment delivered to and accepted by the State shall be at the Contract price. The State may withhold from amounts otherwise due the Contractor for such completed equipment, such sum as the State determines to be necessary to protect the State against loss because of Contractor default.

State will not terminate the Contractor's right to proceed with the work under this clause if the delay in completing the work arises from unforeseeable causes beyond the control and without the fault or negligence of the Contractor. Examples of such acceptable causes include: acts of God, acts of the State, acts of another Contractor in the performance of a contract with the State, and severe weather events that substantially exceed normal conditions for the location.

If, after termination of the Contractor's right to proceed, the State determines that the Contractor was not in default, or that the delay was excusable, the rights and obligations of the parties will be the same as if the State issued the termination for the convenience the State.

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

A23 - TRADE RESTRICTION CERTIFICATION

49 USC § 50104

49 CFR Part 30

TRADE RESTRICTION CERTIFICATION

By submission of bid, the Contractor certifies that with respect to this solicitation and any resultant contract, the Contractor:

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 Contractor must provide immediate written notice to the State if the Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The 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 a Contractor 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 Contractor 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 Contractor 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 AIRPORT IMPROVEMENT PROGRAM
A23 –TRADE RESTRICTION CERTIFICATION – 12/29/25

(FAA) may direct through the State cancellation of the contract or subcontract for default at no cost to the State or the FAA.

A24 - VETERANS PREFERENCE

49 USC § 47112(c)

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.

A25 - DOMESTIC PREFERENCES FOR PROCUREMENTS

2 CFR § 200.322

2 CFR Part 200, Appendix II(L)

The Bidder certifies by signing and submitting this bid or proposal that, to the greatest extent practicable, the Bidder 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.

A26 - PROHIBITION OF COVERED UNMANNED AIRCRAFT SYSTEMS (UAS)

49 U.S.C. § 44801

The Bidder 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.

A3 - FAA 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)

The Contractor certifies that its bid is in compliance with 49 USC § 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 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. The State will reject as nonresponsive any bid that does not include a completed certification of compliance with FAA's Buy American Preference and BABA.

The bidder 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.

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.

The bidder certifies procurement of certain rolling stock using FAA grant funds will prohibit airports from using Federal financial assistance to procure buses or rail car vehicle rolling stock from covered entities.

Certification of Compliance with FAA Buy American Preference

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

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

1. Only installing iron, steel and manufactured products produced in the United States;
2. 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.

3. 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
4. Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder agrees:

1. To provide to the Airport Sponsor or the FAA evidence that documents the source and origin of the iron, steel, and/or manufactured product.
2. To faithfully comply with providing U.S. domestic products.
3. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
4. Certify that all construction materials used in the project are manufactured in the U.S.

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

1. To the 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.

2. 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.
3. To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
4. To furnish U.S. domestic product for any waiver request that the FAA rejects.
5. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

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:

1. Completed Content Percentage Worksheet and Final Assembly Questionnaire.
2. Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including:
3. 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:

1. Completed Content Percentage Worksheet and Final Assembly Questionnaire including;

2. 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).
3. Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
4. 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:

1. A completed Content Percentage Worksheet and Final Assembly Questionnaire form;
2. At minimum two comparable equal bids;
3. 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;
4. Completed waiver applications for each comparable bid.

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

A21 - 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 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 State about its tax liability or conviction to the State, 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.

Date

Signature

Company Name

Title

"General Decision Number: VT20260060 01/02/2026

Superseded General Decision Number: VT20250060

State: Vermont

Construction Type: Highway

County: Franklin County in Vermont.

HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects & railroad construction; bascule, suspension & spandrel arch bridges designed for commercial navigation, bridges involving marine construction; and other major bridges).

Modification Number Publication Date
 0 01/02/2026

LAB00668-003 12/01/2023

	Rates	Fringes
LABORER (PIPELAYER).....	\$ 25.40	21.43

SUVT2017-021 08/06/2019

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 21.66	3.58
LABORER: Common or General, Includes Asphalt Raker, Shoveler, Spreader and Distributor.....	\$ 16.48	1.68
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 21.58	2.25
OPERATOR: Bobcat/Skid Steer/Skid Loader.....	\$ 22.85	8.39
OPERATOR: Broom/Sweeper.....	\$ 18.57	2.47
OPERATOR: Loader.....	\$ 21.50	2.41
OPERATOR: Milling Machine.....	\$ 32.40	23.55
OPERATOR: Paver (Asphalt, Aggregate, and Concrete).....	\$ 21.41	3.55
OPERATOR: Pounder.....	\$ 22.30	5.04
TRAFFIC CONTROL: Flagger.....	\$ 12.90	0.00
TRUCK DRIVER, Includes all axles including Dump Trucks.....	\$ 18.90	2.68

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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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 \$13.30 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2025. 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:

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 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.

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END OF GENERAL DECISION

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"General Decision Number: VT20260052 01/02/2026

Superseded General Decision Number: VT20250052

State: Vermont

Construction Type: Highway

County: Lamoille County in Vermont.

HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects & railroad construction; bascule, suspension & spandrel arch bridges designed for commercial navigation, bridges involving marine construction; and other major bridges).

Modification Number	Publication Date
0	01/02/2026

SUVT2017-013 08/06/2019

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 20.00	1.64
CEMENT MASON/CONCRETE FINISHER...	\$ 25.34	0.00
ELECTRICIAN.....	\$ 28.15	2.03
HIGHWAY/PARKING LOT STRIPING:		
Painter.....	\$ 20.36	3.87
INSTALLER - SIGN.....	\$ 15.80	3.21
IRONWORKER, REINFORCING.....	\$ 18.75	2.39
IRONWORKER, STRUCTURAL.....	\$ 28.77	7.91
LABORER: Common or General, Including Asphalt Raking, Shoveling, Spreading and Concrete Work.....	\$ 17.03	2.77
LABORER: Landscape.....	\$ 14.70	1.03
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 23.39	1.84
OPERATOR: Bobcat/Skid Steer/Skid Loader.....	\$ 19.78	5.09
OPERATOR: Broom/Sweeper.....	\$ 16.88	3.72
OPERATOR: Bulldozer.....	\$ 21.35	3.84
OPERATOR: Crane.....	\$ 22.48	2.13
OPERATOR: Drill.....	\$ 19.83	3.94
OPERATOR: Grader/Blade.....	\$ 21.13	5.53
OPERATOR: Loader.....	\$ 21.95	4.63

OPERATOR: Mechanic.....	\$ 23.14	6.08
OPERATOR: Milling Machine.....	\$ 22.50	10.24
OPERATOR: Paver (Asphalt, Aggregate, and Concrete).....	\$ 20.54	5.53
OPERATOR: Pounder.....	\$ 22.31	0.00
OPERATOR: Roller.....	\$ 18.21	5.48
OPERATOR: Screed.....	\$ 20.87	7.24
TRAFFIC CONTROL: Flagger.....	\$ 11.55	3.36
TRAFFIC CONTROL: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	\$ 17.20	6.71
TRUCK DRIVER, Includes all axles including Dump Trucks.....	\$ 19.20	2.80
TRUCK DRIVER: Distributor Truck.....	\$ 22.55	11.87

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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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 \$13.30 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2025. 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

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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)).

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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.

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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

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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:

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- 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:

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Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

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Wage and Hour Division
U.S. Department of Labor
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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:

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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.

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Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

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END OF GENERAL DECISION

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"General Decision Number: VT20260055 01/02/2026

Superseded General Decision Number: VT20250055

State: Vermont

Construction Type: Highway

County: Rutland County in Vermont.

HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects & railroad construction; bascule, suspension & spandrel arch bridges designed for commercial navigation, bridges involving marine construction; and other major bridges).

Modification Number Publication Date
 0 01/02/2026

SUVT2017-016 08/06/2019

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 21.82	0.00
CEMENT MASON/CONCRETE FINISHER...	\$ 25.34	0.00
ELECTRICIAN.....	\$ 28.28	1.90
HIGHWAY/PARKING LOT STRIPING:		
Painter.....	\$ 23.69	5.78
INSTALLER - SIGN.....	\$ 18.50	5.52
IRONWORKER, REINFORCING.....	\$ 21.97	0.00
IRONWORKER, STRUCTURAL.....	\$ 28.97	8.72
LABORER: Common or General, Including Asphalt Raking, Shoveling, Spreading and Concrete Work.....	\$ 17.40	3.19
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 20.53	1.58
OPERATOR: Bobcat/Skid Steer/Skid Loader.....	\$ 21.15	12.05
OPERATOR: Broom/Sweeper.....	\$ 19.94	6.29
OPERATOR: Bulldozer.....	\$ 20.71	0.92
OPERATOR: Crane.....	\$ 21.00	6.27
OPERATOR: Drill.....	\$ 20.23	4.50
OPERATOR: Grader/Blade.....	\$ 20.91	5.79
OPERATOR: Loader.....	\$ 25.44	6.19
OPERATOR: Mechanic.....	\$ 20.45	4.54

OPERATOR: Milling Machine.....\$ 28.76	16.77
OPERATOR: Paver (Asphalt, Aggregate, and Concrete).....\$ 21.32	7.24
OPERATOR: Pounder.....\$ 21.40	0.00
OPERATOR: Roller.....\$ 19.51	4.08
OPERATOR: Screed.....\$ 20.63	7.83
TRAFFIC CONTROL: Flagger.....\$ 12.64	2.99
TRAFFIC CONTROL: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....\$ 17.42	7.11
TRUCK DRIVER, Includes all axles including Dump Trucks.....\$ 18.50	3.31
TRUCK DRIVER: Distributor Truck.....\$ 22.32	0.00

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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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>.

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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

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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.

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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
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 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.

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END OF GENERAL DECISION

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"General Decision Number: VT20260056 01/02/2026

Superseded General Decision Number: VT20250056

State: Vermont

Construction Type: Highway

County: Washington County in Vermont.

HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects & railroad construction; bascule, suspension & spandrel arch bridges designed for commercial navigation, bridges involving marine construction; and other major bridges).

Modification Number Publication Date
 0 01/02/2026

SUVT2017-017 08/06/2019

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 24.11	0.64
CEMENT MASON/CONCRETE FINISHER...	\$ 25.34	0.00
ELECTRICIAN.....	\$ 28.15	2.03
HIGHWAY/PARKING LOT STRIPING: Painter.....	\$ 20.36	3.87
INSTALLER - SIGN.....	\$ 18.01	2.48
IRONWORKER, REINFORCING.....	\$ 25.21	0.79
IRONWORKER, STRUCTURAL.....	\$ 31.81	4.65
LABORER: Concrete Worker.....	\$ 20.19	1.31
LABORER: Landscape.....	\$ 14.70	1.03
LABORER: Common or General, Includes Asphalt Raker, Shoveler, Spreader and Distributor.....	\$ 17.29	3.74
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 21.57	4.15
OPERATOR: Bobcat/Skid Steer/Skid Loader.....	\$ 20.94	5.89
OPERATOR: Broom/Sweeper.....	\$ 19.25	5.97
OPERATOR: Bulldozer.....	\$ 21.05	4.38
OPERATOR: Crane.....	\$ 24.41	1.36
OPERATOR: Drill.....	\$ 19.83	3.94
OPERATOR: Grader/Blade.....	\$ 21.13	5.53

OPERATOR: Loader.....	\$ 21.65	4.70
OPERATOR: Mechanic.....	\$ 23.48	6.17
OPERATOR: Milling Machine.....	\$ 22.50	10.24
OPERATOR: Paver (Asphalt, Aggregate, and Concrete).....	\$ 22.41	7.18
OPERATOR: Pounder.....	\$ 22.65	0.00
OPERATOR: Roller.....	\$ 19.44	6.00
OPERATOR: Screed.....	\$ 22.80	10.55
TRAFFIC CONTROL: Flagger.....	\$ 13.07	0.00
TRAFFIC CONTROL: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	\$ 17.20	6.71
TRUCK DRIVER, Includes all axles including Dump Trucks.....	\$ 19.12	3.31
TRUCK DRIVER: Distributor Truck.....	\$ 22.55	11.87

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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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 \$13.30 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2025. 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
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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.

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Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

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END OF GENERAL DECISION

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DISADVANTAGED BUSINESS ENTERPRISE (DBE) POLICY CONTRACT REQUIREMENTS

Disadvantaged Business Enterprise (DBE) Policy. It shall be the policy of the Vermont Agency of Transportation (VTrans) to ensure nondiscriminatory opportunity for Disadvantaged Business Enterprises (DBEs) to participate in the performance of all contracts and subcontracts financed with Federal funds as specified by the regulations of the United States Department of Transportation (USDOT) as set forth below.

1. **Policy.** It is the policy of USDOT that DBEs as defined in 49 Code of Federal Regulation (CFR) Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds. Consequently, the DBE requirements of 49 CFR Part 26 and 23 CFR, Chapter 1, Part 230, Subpart b apply to this contract.
2. **DBE Obligation.** The State and its Contractors agree to ensure that DBEs as defined in 49 CFR Part 26, have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds. **Each subcontract the prime contractor signs with a subcontractor must include this assurance:** *The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOT-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 VTrans deems appropriate.*
3. **Sanctions for Noncompliance.** The Contractor is hereby advised that failure of the Contractor, or any Subcontractor performing work under this contract, to carry out the requirements set forth in paragraphs 1 and 2 above shall constitute a breach of contract and after the notification of the Vermont Agency of Transportation, Secretary of Transportation, may result in termination of this contract by the State or such remedy as the State deems necessary.
4. **Inclusion in Subcontracts.** The Contractor shall insert in each of its subcontracts this Disadvantaged Business Enterprise (DBE) Policy and also a clause requiring its subcontractors to include this same Policy in any lower tier subcontracts which they may enter into, together with a clause requiring the inclusion of the Policy in any further subcontract that may in turn be made. This Policy shall not be incorporated by reference.

Disadvantaged Business Enterprise (DBE) Program Goals. The Vermont Agency of Transportation (VTrans) is required to set an overall DBE goal for participation in all transportation related Federal-aid projects. The goal is determined following guidelines set forth in 49 CFR 26.45, and based on the availability of ready, willing and able DBEs who submitted bids and quotes for transportation related projects, compared as a percentage of all available contractors who submitted bids and quotes for transportation related projects during the same time period. The DBE goal may be adjusted to take into account other factors impacting DBE utilization, in an effort to narrowly tailor the overall DBE goal. The detailed goal setting methodology and current overall DBE goal may be viewed on the VTrans website at:

<http://vtrans.vermont.gov/civil-rights/doing-business/dbe-center/program-goals>

The VTrans overall DBE goal is currently achieved by a combination of contract specific goals and a race/gender neutral policy. Contractors should be proactive and solicit bids and quotes from certified DBEs for use when submitting their own bids and employ certified DBEs when participating on transportation related projects.

Disadvantaged Business Enterprise (DBE) Definition. A DBE is defined as a business that is owned and controlled by one or more socially and economically disadvantaged person(s). For the purposes of this definition:

- (1) "Socially and economically disadvantaged person" means an individual who is a citizen or lawful permanent resident of the United States and who is a Woman, Black, Hispanic, Portuguese, Native American, Asian American, or a member of another group, or an individual found to be disadvantaged by the Small Business Administration pursuant to Section 3 of the Small Business Act.
- (2) "Owned and controlled" means a business which is:
 - a. A sole proprietorship legitimately owned and controlled by an individual who is a disadvantaged person.
 - b. A partnership, joint venture or limited liability company in which at least 51% of the beneficial ownership interests legitimately is held by a disadvantaged person(s).
 - c. A corporation or other entity in which at least 51% of the voting interest and 51% of the beneficial ownership interests legitimately are held by a disadvantaged person(s).

The disadvantaged group owner(s) or stockholder(s) must possess control over management, interest in capital, and interest in earnings commensurate with percentage of ownership. Disadvantaged participation in a joint venture must also be based on the sharing of real earnings, as above. If the disadvantaged group ownership interests are real, substantial and continuing and not created solely to meet the requirements of the program, a firm is considered a bona fide DBE.

Certified DBE Directory. The current Vermont Unified Disadvantaged Business Enterprise (DBE) Directory is available online at: <http://vtrans.vermont.gov/civil-rights/doing-business/dbe-center/directory> This directory contains all currently certified DBEs available for work in Vermont, and is updated continuously. Only firms listed in this directory are eligible for DBE credit on Vermont Federal-aid projects. If you have questions about DBE certification, or do not have access to the Internet, please call the [AOT DBE Program Manager or the AOT Civil Rights Director](#) for assistance.

Counting DBE Participation Towards Project Goals. In order for payments made to DBE contractors to be counted toward DBE goals, the DBE contractors must perform a commercially useful function (CUF). The DBE must be responsible for execution of the work of the contract and must carry out its responsibilities by actually performing, managing, and supervising the work involved, consistent with standard industry practices.

This means that:

- The DBE must also be responsible for ordering its own materials and supplies, determining quantity and quality, negotiating price, installing (where applicable) and paying for the material itself;
- The DBE must perform work commensurate with the amount of its contract;
- The DBE's contribution cannot be that of an extra participant or a conduit through which funds are passed in order to obtain the appearance of DBE participation;
- The DBE must exercise responsibility for at least fifty percent of the total cost of its contract with its own workforce;
- None of the DBE's work can be subcontracted back to the prime contractor, nor can the DBE employ the prime's or other subcontractor's supervisors currently working on the project;
- The DBE's labor force must be separate and apart from that of the prime contractor or other subcontractors on the project. Transferring crews between primes, subcontractors, and DBE contractors is not acceptable;
- The DBE owner must hold necessary professional or craft license(s) or certification(s) for the type of work he/she performs on the project;
- The DBE may rent or lease, at competitive rates, equipment needed on the project from customary leasing sources or from other subcontractors on the project.

Allowable credit for payments made to DBEs for work performed. A contractor may take credit for payments made to a certified DBE that satisfies CUF requirements at the following rate:

- A DBE Prime Contractor: Count 100% of the value of the work performed by own forces, equipment and materials towards the DBE goals.
- An approved DBE subcontractor: Count 100% of the value of work performed by the DBE's own forces, equipment and materials, excluding the following:
 - The cost of materials/supplies purchased from a non-DBE Prime Contractor.
 - The value of work provided by non-DBE lower tier subcontractors, including non-DBE trucking to deliver asphalt to a DBE contractor.
- A DBE owner-operator of construction equipment: Count 100% of expenditures committed.

- A DBE manufacturer: Count 100% of expenditures committed. The manufacturer must be a firm that operates or maintains a factory or establishment that produces on the premises the materials or supplies obtained by the Contractor.
- A regular DBE dealer/supplier: Count 60% of expenditures committed. A regular dealer/supplier is defined as a firm that owns, operates, or maintains a store, warehouse or other establishment, in which the materials or supplies required for the performance of the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. A person may be a dealer in such bulk items as petroleum products, steel, cement, gravel, stone or asphalt without owning, operating or maintaining a place of business, if the person both owns and operates distribution equipment for the products, by the means of a long term agreement, and not by a contract by contract basis.
- A DBE broker: Count for DBE credit only the fees or commissions charged for assistance in the procurement, and, fees and transportation charges for the delivery of materials or supplies required at the job site, but not the cost of materials procured. A broker is defined as any person(s) or firm who arranges or expedites transactions for materials or supplies, and does not take physical possession of the materials or supplies at their place of business for resale.
- A DBE renter of construction equipment to a contractor: Count 20% of expenditures committed, with or without operator.
- A bona fide DBE service provider: Count 100% of reasonable fees or commissions. Eligible services include professional, technical, consultant, or managerial, services and assistance in the procurement of essential personnel, facilities, equipment, materials or supplies required for the performance of the contract. Eligible services also include agencies providing bonding and insurance specifically required for the performance of the contract.
- A trucking, hauling or delivery operation: Count 100% of expenditures committed when trucks are owned, operated, licensed and insured by the DBE and used on the contract and, if applicable, includes the cost of the materials and supplies. 100% of expenditures committed when the DBE leases trucks from another DBE firm including an owner-operator. 100% of reasonable fees, or commissions, the DBE receives as a result of a lease arrangement for trucks from a non-DBE, including an owner-operator.
- Any combination of the above.

Removal of Approved DBE From Transportation Related Project. Contractors may not terminate for convenience, any approved DBE subcontractor and perform the work with their own forces, without prior written consent from the [AOT DBE Program Manager or the AOT Civil Rights Director](#).

Federal-aid projects which specify a DBE contract goal. The provisions of the Vermont Agency of Transportation Supplemental Specification – Disadvantaged Business Enterprise

(DBE) Utilization (CR 160) shall apply to all VTrans Federal-aid projects which specify a DBE contract goal.

Compliance With Prompt Payment Statute. In accordance with Vermont's Prompt Payment Act and VTrans Standard Specifications for Construction, Section 107.01(g), the Contractor shall fully comply with the provisions of 9 V.S.A. Chapter 102, also referred to as Act No. 74 of 1991 or the Prompt Payment Act, as amended.

Subcontractor Payments. In accordance with VTrans Standard Specifications for Construction, Section 107.01(h), on all federal-aid and state funded contracts, the Contractor, during the life of the Contract and on a monthly basis, shall submit a listing of payments to subcontractors using the tool specified in the Civil Rights Compliance Requirement document located in the working drawer in Doc Express. Reports are due to the Agency Office of Civil Rights by the tenth working day after month-end. There shall be no direct compensation allowed the Contractor for this work, but the cost thereof shall be included in the general cost of the work. In accordance with [9 V.S.A. Section 4003](#), notwithstanding any contrary agreement, payments made to subcontractors after seven days from receipt of a corresponding progress payment by the State to the Contractor, or seven days after receipt of a subcontractor's invoice, whichever is later, violate this agreement. Violations shall be reported to the Agency Office of Civil Rights for review. Failure to resolve disputes in a timely manner may result in a complaint made to the Agency Pre-qualification Committee. In this Committee's judgment, appropriate penalties may be involved for failure to comply with this specification. Penalties may include suspension, reduction or revocation of the Contractor's pre-qualification rating. This clause shall be included in the prime Contractor's Contract made with all of its subcontractors.



Attachment C: Standard State Provisions for Contracts and Grants

Revised: February 13, 2026

- 1. Definitions:** For purposes of this Attachment, “Party” shall mean the Contractor, Grantee, or Subrecipient, with whom the State of Vermont is executing this Agreement and consistent with the form of the Agreement. “Agreement” shall mean the specific contract or grant to which this form is attached.
- 2. Entire Agreement:** This Agreement, whether in the form of a contract, State-funded grant, or Federally-funded grant, represents the entire agreement between the parties on the subject matter. All prior agreements, representations, statements, negotiations, and understandings shall have no effect. Where an authorized individual is either required to click-through or otherwise accept, or made subject to, any electronic terms and conditions to use or access any product or service provided hereunder, such terms and conditions are not binding and shall have no force or effect. Further, any terms and conditions of Party’s invoice, acknowledgment, confirmation, or similar document, shall not apply, and any such terms and conditions on any such document are objected to without need of further notice or objection.
- 3. Governing Law, Jurisdiction and Venue; No Waiver of Jury Trial:** This Agreement will be governed by the laws of the State of Vermont without resort to conflict of laws principles. Any action or proceeding brought by either the State or the Party in connection with this Agreement shall be brought and enforced in the Superior Court of the State of Vermont, Civil Division, Washington Unit. The Party irrevocably submits to the jurisdiction of this court for any action or proceeding regarding this Agreement. The Party agrees that it must first exhaust any applicable administrative remedies with respect to any cause of action that it may have against the State regarding its performance under this Agreement. Party agrees that the State shall not be required to submit to binding arbitration or waive its right to a jury trial.
- 4. Sovereign Immunity:** The State reserves all immunities, defenses, rights, or actions arising out of the State’s sovereign status or under the Eleventh Amendment to the United States Constitution. No waiver of the State’s immunities, defenses, rights, or actions shall be implied or otherwise deemed to exist by reason of the State’s entry into this Agreement.
- 5. No Employee Benefits For Party:** The Party understands that the State will not provide any individual retirement benefits, group life insurance, group health and dental insurance, vacation or sick leave, workers compensation or other benefits or services available to State employees, nor will the State withhold any state or Federal taxes except as required under applicable tax laws, which shall be determined in advance of execution of the Agreement. The Party understands



that all tax returns required by the Internal Revenue Code and the State of Vermont, including but not limited to income, withholding, sales and use, and rooms and meals, must be filed by the Party, and information as to Agreement income will be provided by the State of Vermont to the Internal Revenue Service and the Vermont Department of Taxes.

- 6. Independence:** The Party will act in an independent capacity and not as officers or employees of the State.
- 7. Defense and Indemnity:**
 - A. The Party shall defend the State and its officers and employees against all third-party claims or suits arising in whole or in part from any act or omission of the Party or of any agent of the Party in connection with the performance of this Agreement. The State shall notify the Party in the event of any such claim or suit, and the Party shall immediately retain counsel and otherwise provide a complete defense against the entire claim or suit. The State retains the right to participate at its own expense in the defense of any claim. The State shall have the right to approve all proposed settlements of such claims or suits.
 - B. After a final judgment or settlement, the Party may request recoupment of specific defense costs and may file suit in Washington Superior Court requesting recoupment. The Party shall be entitled to recoup costs only upon a showing that such costs were entirely unrelated to the defense of any claim arising from an act or omission of the Party in connection with the performance of this Agreement.
 - C. The Party shall indemnify the State and its officers and employees if the State, its officers, or employees become legally obligated to pay any damages or losses arising from any act or omission of the Party or an agent of the Party in connection with the performance of this Agreement.
 - D. Notwithstanding any contrary language anywhere, in no event shall the terms of this Agreement or any document furnished by the Party in connection with its performance under this Agreement obligate the State to (1) defend or indemnify the Party or any third party, or (2) otherwise be liable for the expenses or reimbursement, including attorneys' fees, collection costs or other costs of the Party or any third party.
- 8. Insurance:** During the term of this Agreement, Party, at its expense, shall maintain in full force and effect the insurance coverages set forth in the Vermont State Insurance Specification in effect at the time of incorporation of this Attachment C into this Agreement. The terms of the Vermont State Insurance Specification are hereby incorporated by reference into this Attachment C as if fully set forth herein. A copy of the [Vermont State Insurance Specification](https://aoa.vermont.gov/Risk-Claims-COI) is available at: <https://aoa.vermont.gov/Risk-Claims-COI>.
- 9. Reliance by the State on Representations:** All payments by the State under this Agreement will be made in reliance upon the accuracy of all representations



made by the Party in accordance with this Agreement, including but not limited to bills, invoices, progress reports, and other proofs of work.

10. False Claims Act: Any liability to the State under the Vermont False Claims Act (32 V.S.A. § 630 et seq.) shall not be limited notwithstanding any agreement of the State to otherwise limit Party's liability.

11. Whistleblower Protections: The Party shall not discriminate or retaliate against one of its employees or agents for disclosing information concerning a violation of law, fraud, waste, abuse of authority, or acts threatening health or safety, including but not limited to allegations concerning the False Claims Act. Further, the Party shall not require such employees or agents to forego monetary awards as a result of such disclosures, nor should they be required to report misconduct to the Party or its agents prior to reporting to any governmental entity and/or the public.

12. Use and Protection of State Information:

A. As between the State and Party, "State Data" includes all data received, obtained, or generated by the Party in connection with performance under this Agreement. Party acknowledges that certain State Data to which the Party may have access may contain information that is deemed confidential by the State, or which is otherwise confidential by law, rule, or practice, or otherwise exempt from disclosure under the State of Vermont Access to Public Records Act, 1 V.S.A. § 315 et seq. ("Confidential State Data").

B. With respect to State Data, Party shall:

- i. take reasonable precautions for its protection;
- ii. not rent, sell, publish, share, or otherwise appropriate it; and
- iii. upon termination of this Agreement for any reason, Party shall dispose of or retain State Data if and to the extent required by this Agreement, law, or regulation, or otherwise requested in writing by the State.

C. With respect to Confidential State Data, Party shall:

- i. strictly maintain its confidentiality;
- ii. not collect, access, use, or disclose it except as necessary to provide services to the State under this Agreement;
- iii. provide at a minimum the same care to avoid disclosure or unauthorized use as it provides to protect its own similar confidential and proprietary information;
- iv. implement and maintain administrative, technical, and physical safeguards and controls to protect against any anticipated threats or hazards or unauthorized access or use;
- v. promptly notify the State of any request or demand by any court, governmental agency or other person asserting a demand or



request for Confidential State Data so that the State may seek an appropriate protective order; and

- vi. upon termination of this Agreement for any reason, and except as necessary to comply with subsection B.iii above in this section, return or destroy all Confidential State Data remaining in its possession or control.
- D. If Party is provided or accesses, creates, collects, processes, receives, stores, or transmits Confidential State Data in any electronic form or media, Party shall utilize:
- i. industry-standard firewall protection;
 - ii. multi-factor authentication controls;
 - iii. encryption of electronic Confidential State Data while in transit and at rest;
 - iv. measures to ensure that the State Data shall not be altered without the prior written consent of the State;
 - v. measures to protect against destruction, loss, or damage of State Data due to potential environmental hazards, such as fire and water damage;
 - vi. training to implement the information security measures; and
 - vii. monitoring of the security of any portions of the Party's systems that are used in the provision of the services against intrusion.
- E. No Confidential State Data received, obtained, or generated by the Party in connection with performance under this Agreement shall be processed, transmitted, stored, or transferred by any means outside the United States, except with the express written permission of the State.
- F. Party shall notify the State within twenty-four hours after becoming aware of any unauthorized destruction, loss, alteration, disclosure of, or access to, any State Data.
- G. State of Vermont Cybersecurity Standard Update: Party confirms that all products and services provided to or for the use of the State under this Agreement shall be in compliance with State of Vermont Cybersecurity Standard Update in effect at the time of incorporation of this Attachment C into this Agreement. The [State of Vermont Cybersecurity Standard Update](#) prohibits the use of certain branded products in State information systems or any vendor system, and a copy is available at: <https://digitalservices.vermont.gov/cybersecurity/cybersecurity-standards-and-directives>.
- H. In addition to the requirements of this Section 12, Party shall comply with any additional requirements regarding the protection of data that may be included in this Agreement or required by law or regulation.



13. Records Available for Audit: The Party shall maintain all records pertaining to performance under this Agreement. “Records” means any written or recorded information, regardless of physical form or characteristics, which is produced or acquired by the Party in the performance of this Agreement. Records produced or acquired in a machine-readable electronic format shall be maintained in that format. The records described shall be made available at reasonable times during the period of this Agreement and for three years thereafter or for any period required by law for inspection by any authorized representatives of the State or Federal Government. If any litigation, claim, or audit is started before the expiration of the three-year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

14. Nondiscrimination:

A. **Fair Employment Practices and Americans with Disabilities Act:** Party agrees to comply with the requirement of 21 V.S.A. Chapter 5, Subchapter 6, relating to fair employment practices, to the full extent applicable, and shall include this provision in all subcontracts for work performed in Vermont. Party shall also ensure, to the full extent required by the Americans with Disabilities Act of 1990, as amended, that qualified individuals with disabilities receive equitable access to the services, programs, and activities provided by the Party under this Agreement.

B. **IT Accessibility Standards:** Party acknowledges and agrees that any digital products, services, and content provided under this Agreement, whether supporting State programs or intended for the State's use, must adhere to the State's accessibility standards and guidelines as established by Section 504 of the Rehabilitation Act of 1973 and Title II of the Americans with Disabilities Act of 1990 (28 CFR Part 35) (hereinafter, for purposes of this subsection B, the “Rule”). The Rule requires communication and content on web platforms and mobile applications to meet or exceed specific success criteria and conformance requirements. The Rule applies to websites, software applications, electronic reports and output documentation, and training delivered in electronic formats (including, but not limited to, documents, videos, and webinars), and other digital content. Information concerning the Rule and the State's Universal Digital Accessibility resources are available on the [State's Communications and Marketing Office website](https://cmo.vermont.gov) at: <https://cmo.vermont.gov>.

- i. Party warrants that the software, products, services, or subscriptions provided under this Agreement, whether supporting State programs or intended for the State's use (hereinafter, for purposes of this subsection B, “Products”) comply with the Rule and agrees to defend, indemnify, and hold harmless the State against any claims related to a Product's non-compliance with the Rule.
- ii. When updates or upgrades are made to the Products available through this Agreement, the Party agrees:

- a) to develop functionality that supports accessibility in conformance with the Rule and, if any issues arise due to nonconformance with the Rule, to provide alternative solutions upon request at no additional cost to the State; and
 - b) to document how the changes will impact or improve the Product's accessibility and usability. This documentation, upon request, must be provided to the State in advance of the update or upgrade, occurring within an agreed timeframe sufficient for the State to review the changes and either approve them or request a remediation plan from the Party.
- iii. If agreed-upon updates fail to improve the Product's accessibility or usability as planned, such failure shall be a material breach of this Agreement.

15. Offset: The State may offset any sums which the Party owes the State against any sums due the Party under this Agreement; provided, however, that any offset of amounts due the State of Vermont as taxes shall be in accordance with the procedures more specifically provided in 32 V.S.A. § 3113.

16. Taxes Due to the State: Party certifies under the pains and penalties of perjury that, as of the date this Agreement is signed, the Party is in good standing with respect to, or in full compliance with, a plan to pay any and all taxes due the State of Vermont.

17. Taxation of Purchases: All State purchases must be invoiced tax free. An exemption certificate will be furnished upon request with respect to otherwise taxable items.

18. Child Support: (Only applicable if the Party is a natural person, not a corporation or partnership.) Party states that, as of the date this Agreement is signed, Party is not under an obligation to pay child support or is in good standing with respect to or in full compliance with a plan to pay any and all child support payable under a support order. Party makes this statement with regard to support owed to any and all children residing in Vermont. In addition, if the Party is a resident of Vermont, Party makes this statement with regard to support owed to any and all children residing in any other state or territory of the United States.

19. Sub-Agreements: Party shall not assign, subcontract, or subgrant the performance of this Agreement or any portion thereof to any other Party without the prior written approval of the State. Party shall be responsible and liable to the State for all acts or omissions of subcontractors and any other person performing work under this Agreement pursuant to an agreement with Party or any subcontractor.

In the case this Agreement is a contract with a total cost in excess of \$250,000, the Party shall provide to the State a list of all proposed subcontractors and subcontractors' subcontractors, together with the identity of those subcontractors' workers compensation insurance providers, and additional required or requested information, as applicable, in accordance with Section 32 of The Vermont



Recovery and Reinvestment Act of 2009 (Act No. 54), as amended by Section 17 of Act No. 142 (2010) and by Section 6 of Act No. 50 (2011).

Party shall include the following provisions of this Attachment C in all subcontracts for work performed solely for the State of Vermont and subcontracts for work performed in the State of Vermont: Section 10 (“False Claims Act”); Section 11 (“Whistleblower Protections”); Section 12 (“Confidentiality and Protection of State Information”); Section 14 (“Fair Employment Practices and Americans with Disabilities Act”); Section 16 (“Taxes Due the State”); Section 18 (“Child Support”); Section 20 (“No Gifts or Gratuities”); Section 22 (“Certification Regarding Debarment”); Section 30 (“State Facilities”); and Section 32.A (“Certification Regarding Use of State Funds”).

- 20. No Gifts or Gratuities:** Party shall not give title or possession of anything of substantial value (including property, currency, travel, and/or education programs) to any officer or employee of the State during the term of this Agreement.
- 21. Regulation of Hydrofluorocarbons:** Party confirms that all products provided to or for the use of the State under this Agreement shall not contain hydrofluorocarbons, as prohibited under 10 V.S.A. § 586.
- 22. Certification Regarding Debarment:** Party certifies under pains and penalties of perjury that, as of the date that this Agreement is signed, neither Party nor Party’s principals (officers, directors, owners, or partners) are presently debarred, suspended, proposed for debarment, declared ineligible, or excluded from participation in Federal programs, or programs supported in whole or in part by Federal funds. Party further certifies under pains and penalties of perjury that, as of the date that this Agreement is signed, Party is not presently debarred, suspended, nor named on the [State’s Debarment List](https://bgs.vermont.gov/purchasing-contracting/debarment) at: <https://bgs.vermont.gov/purchasing-contracting/debarment>.
- 23. Conflict of Interest:**
 - A. Organizational Conflict of Interest (OCOI):** An OCOI arises when the Party as a business entity has an interest (for example, customers, partners, contracts) that could undermine, or reasonably be perceived to undermine, its faithful and unbiased performance of this Agreement.
 - B. Personal Conflict of Interest (PCOI):** A PCOI arises when an interest held by an agent or employee of the Party could undermine, or reasonably be perceived to undermine, the faithful and unbiased performance of this Agreement.
 - C. Requirements:** Party shall not have PCOIs or OCOI’s with respect to this Agreement nor with respect to any other agreement(s) it may hold with the State. To ensure that PCOIs and OCOIs do not exist, the Party shall:
 - i. Conduct an internal review of its current affiliations and activities and employees and agents and identify actual, potential, or reasonably perceived PCOIs or OCOIs relative to this Agreement.

- ii. Maintain effective oversight to verify compliance with PCOI and OCOI prohibitions.
- iii. Prevent PCOIs, including not assigning or allowing an employee to perform any role or task under this Agreement for which the Party has identified a PCOI.
- iv. Inform employees and agents of their obligation to disclose PCOIs and to comply with the confidentiality provisions and any non-disclosure agreement required by this Agreement.
- v. Make an immediate and full disclosure, in writing, to the State point of contact for this Agreement of any actual or potential PCOI or OCOI or the existence of any facts that may cause a reasonably prudent person to perceive a PCOI or OCOI with respect to this Agreement.

D. Remedies:

- i. In the event the State determines that a PCOI or OCOI exists, the State will discuss the matter with the Party to determine whether the PCOI or OCOI can be mitigated to the State's satisfaction.
- ii. If the State does not deem mitigation practicable, the State may terminate all or a portion of this Agreement for default or pursue such other remedies as may be permitted by law or this Agreement.
- iii. If Party fails to disclose facts pertaining to the existence of a potential or actual PCOI or misrepresents relevant information to the State, the State may terminate this Agreement for default or pursue such other remedies as may be permitted by law or this Agreement.

24. Vermont Public Records Act: Party acknowledges and agrees that this Agreement, any and all information obtained by the State from the Party in connection with this Agreement, and any obligations of the State to maintain the confidentiality of information are subject to the State of Vermont Access to Public Records Act, 1 V.S.A. § 315 et seq.

25. Force Majeure: Neither the State nor the Party shall be liable to the other for any failure or delay of performance of any obligations under this Agreement to the extent such failure or delay shall have been wholly or principally caused by acts or events beyond its reasonable control rendering performance illegal or impossible (excluding strikes or lockouts) ("Force Majeure"). Where Force Majeure is asserted, the nonperforming party must prove that it made all reasonable efforts to remove, eliminate or minimize such cause of delay or damages, diligently pursued performance of its obligations under this Agreement, substantially fulfilled all non-excused obligations, and timely notified the other party of the likelihood or actual occurrence of an event described in this paragraph.

26. Marketing: Party shall not use the State's logo or otherwise refer to the State in any publicity materials, information pamphlets, press releases, research reports,



advertising, sales promotions, trade shows, or marketing materials or similar communications to third parties except with the prior written consent of the State.

27. Termination:

- A. **Non-Appropriation:** If this Agreement extends into more than one fiscal year of the State (July 1 to June 30), and if appropriations are insufficient to support this Agreement, the State may cancel this Agreement at the end of the fiscal year, or otherwise upon the expiration of existing appropriation authority. In the case that this Agreement is funded in whole or in part by Federal funds, and in the event Federal funds become unavailable or reduced, the State may suspend or cancel this Agreement immediately, and the State shall have no obligation to pay Party from State revenues.
- B. **Termination for Cause:** Either party may terminate this Agreement if a party materially breaches its obligations under this Agreement, and such breach is not cured within thirty (30) days after delivery of the non-breaching party's notice or such longer time as the non-breaching party may specify in the notice.
- C. **Termination Assistance:** Upon nearing the end of the final term or termination of this Agreement, without respect to cause, the Party shall take all reasonable and prudent measures to facilitate any transition required by the State. All State property, tangible and intangible, shall be returned to the State upon demand at no additional cost to the State in a format acceptable to the State.

28. Continuity of Performance: In the event of a dispute between the Party and the State, each party will continue to perform its obligations under this Agreement during the resolution of the dispute until this Agreement is terminated in accordance with its terms.

29. No Implied Waiver of Remedies: Either party's delay or failure to exercise any right, power, or remedy under this Agreement shall not impair any such right, power, or remedy, or be construed as a waiver of any such right, power, or remedy. All waivers must be in writing.

30. State Facilities: If the State makes space available to the Party in any State facility during the term of this Agreement for purposes of the Party's performance under this Agreement, the Party shall only use the space in accordance with all policies and procedures governing access to, and use of, State facilities, which shall be made available upon request. State facilities will be made available to Party on an "AS IS, WHERE IS" basis, with no warranties whatsoever.

31. Requirements Pertaining Only to Federal Grants and Subrecipient Agreements: If this Agreement is a grant that is funded in whole or in part by Federal funds:

- A. **Requirement to Have a Single Audit:** The Subrecipient will complete the Subrecipient Annual Report annually within 45 days after its fiscal year end, informing the State of Vermont whether or not a Single Audit is required for



the prior fiscal year. If a Single Audit is required, the Subrecipient will submit a copy of the audit report to the Federal Audit Clearinghouse within nine months. If a single audit is not required, only the Subrecipient Annual Report is required. A Single Audit is required if the subrecipient expends \$1,000,000 or more in Federal assistance during its fiscal year and must be conducted in accordance with 2 CFR Chapter I, Chapter II, Part 200, Subpart F. The Subrecipient Annual Report is required to be submitted within 45 days, whether or not a Single Audit is required.

- B. **Internal Controls:** In accordance with 2 CFR Part II, §200.303, the Party must establish and maintain effective internal control over the Federal award to provide reasonable assurance that the Party is managing the Federal award in compliance with Federal statutes, regulations, and the terms and conditions of the award. These internal controls should be in compliance with guidance in “Standards for Internal Control in the Federal Government” issued by the Comptroller General of the United States and the “Internal Control Integrated Framework” issued by the Committee of Sponsoring Organizations of the Treadway Commission.
- C. **Mandatory Disclosures:** In accordance with 2 CFR Part II, §200.113, Party must disclose, in a timely manner, in writing to the State, all violations of Federal criminal law involving fraud, bribery, or gratuity violations potentially affecting the Federal award. Failure to make required disclosures may result in the imposition of sanctions which may include disallowance of costs incurred, withholding of payments, termination of the Agreement, suspension/debarment, etc.

32. Requirements Pertaining Only to State-Funded Grants:

- A. **Certification Regarding Use of State Funds:** If Party is an employer and this Agreement is a State-funded grant in excess of \$1,000, Party certifies that none of these State funds will be used to interfere with or restrain the exercise of Party’s employee’s rights with respect to unionization.
- B. **Good Standing Certification (Act 154 of 2016):** If this Agreement is a State-funded grant, Party hereby represents: (i) that it has signed and provided to the State the form prescribed by the Secretary of Administration for purposes of certifying that it is in good standing (as provided in Section 13(a)(2) of Act 154) with the Agency of Natural Resources and the Agency of Agriculture, Food and Markets, or otherwise explaining the circumstances surrounding the inability to so certify; and (ii) that it will comply with the requirements stated therein.

(End of Standard State Provisions)

**STATE OF VERMONT
AGENCY OF TRANSPORTATION
CERTIFICATE OF COMPLIANCE**

For a bid/proposal to be considered valid, this form must be completed in its entirety, executed by a duly authorized representative of the bidder, and submitted as part of the response to the proposal.

A. NON-COLLUSION: The undersigned certifies under the penalties of perjury under the laws of the State of Vermont and the United States that it has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action, in restraint of free competitive bidding in connection with the submitted bid/proposal.

B. DEBARMENT: The undersigned certifies under the penalties of perjury under the laws of the State of Vermont and the United States that it:

1. Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency; and
2. Has not within a three-year period preceding this bid/proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property; and
3. Is not presently indicted for, or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph 2 above; and
4. Has not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
5. **Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this bid/proposal, including whom it applies and dates of action. Exceptions will not necessarily result in denial of award but will be considered in determining bidder eligibility and/or responsibility. Providing false information may result in criminal prosecution or administration sanctions.**

C. BYRD ANTI-LOBBYING: The undersigned hereby certifies, by signing and submitting this bid/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 undersigned, to any person for influencing or attempting to influence an officer or

employee of any Federal 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 Federal 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. 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 as required 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.
4. The undersigned also agrees by submitting its bid/proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

E. WORKER CLASSIFICATION COMPLIANCE REQUIREMENT: In accordance with Section 32 of The Vermont Recovery and Reinvestment Act of 2009 (Act No. 54), the following provisions and requirements apply to the undersigned when the total project costs exceed \$250,000.00.

Bidder is required to self-report the following information relating to past violations, convictions, suspensions, and any other information related to past performance and likely compliance with proper coding and classification of employees. The Agency of Transportation is requiring information on any incidents that occurred in the previous 12 months. Attach additional pages as necessary. **If not applicable, please enter 'Not Applicable' or 'N/A' below.**

Summary of Detailed Information	Date of Notification	Outcome

Bidder hereby certifies that the company/individual is in compliance with the requirements as detailed in Section 32 of Act 54(2009), as amended by Section 17 of Act 142 (2010) and further amended by Section 6 of Act 50 (2011).

Subcontractor Reporting.

A. **Contracts for Services.** The undersigned hereby acknowledges and agrees that if it is a successful bidder, prior to execution of any contract resulting from this solicitation, the undersigned will provide to the State a list of all proposed subcontractors and subcontractors' subcontractors, together with the identity of those subcontractors' workers compensation insurance providers, and additional required or requested information, as applicable, in accordance with Section 32 of The Vermont Recovery and Reinvestment Act of 2009 (Act No. 54), the undersigned will provide any update of such list to the State as additional subcontractors are hired. The undersigned further acknowledges and agrees that the failure to submit subcontractor reporting in accordance with Section 32 of The Vermont Recovery and Reinvestment Act of 2009 (Act No. 54) will constitute non-compliance and may result in cancellation of contract and/or restriction from bidding on future state contracts.

B. **Construction Contracts.** The Contractor is required to provide a list of subcontractors on the job along with lists of subcontractor's subcontractors and by whom those subcontractors are insured for workers' compensation purposes. This is not a requirement for subcontractor's providing supplies only and no labor to the overall contract or project.

Additionally, the Contractor shall collect and retain evidence of subcontractors' workers' compensation insurance, such as the ACORD insurance coverage summary sheet. Agency of Transportation will periodically verify the Contractor's compliance.

This information must be updated as necessary and provided to the State as additional subcontractors are hired. If none, please enter 'Not Applicable' or 'N/A' below.

Sub-Contractor	Insured By	Sub-Contractor's Sub	Insured By

The undersigned further acknowledges and agrees that the failure to submit subcontractor reporting in accordance with Section 32 of The Vermont Recovery and Reinvestment Act of 2009 (Act No. 54), and as amended will constitute non-compliance and may result in cancellation of contract and/or restriction from bidding on future state contracts.

As a duly authorized representative of the bidder, I hereby certify that the information above is true and correct.

Date: _____

Duly Authorized Signature: _____

Name and Title of Person Signing: _____
(Duly Authorized Signer)

Company Name: _____

Company Address: _____

E-Mail Address: _____

Minimum Labor and Truck Rates
 Under Title 19, Vermont Statutes
 Annotated Section 18, as amended

April 3, 1997
 Sheet 1 of 1

**STATE OF VERMONT
 AGENCY OF TRANSPORTATION
 MONTPELIER**

FOR OTHER THAN FEDERAL-AID. In accordance with the provisions of Title 19, VSA, Section 18, the following minimum rate for labor shall apply to this project:

The minimum wage for common labor will not be less than the State or Federal minimum wage, whichever is higher.

ON FEDERAL-AID PROJECTS ONLY.

The minimum rates for labor for Federal-Aid Projects shall be those set in the Wage Determination Decision of the U.S. Secretary of Labor for each project in accordance with the Federal-Aid Highway Act of 1956. When such wage rates are required they shall be included in the proposal. In the event these rates are lower than the Vermont rates, the Vermont rates shall prevail.

TRUCK RATES. In accordance with the provisions of Title 19, VSA, Section 18, the following minimum rates for trucks shall apply to this project:

<u>Trucks, not Including Driver Water Level Body Capacity</u>	<u>Minimum Rates Per YD per Hr.</u>
Trucks, Equipment Loaded	\$1.65

**STATE OF VERMONT
AGENCY OF TRANSPORTATION
MONTPELIER**

COMMODITY INDEX PRICES.

- (a) Price Adjustment, Asphalt. When Item 690.0300 is included in the Contract, asphalt price adjustment will be performed according to the requirements of Section 690 for all asphalt and emulsified asphalt incorporated into the work, including that incorporated under Special Specification pay items.
- (b) Price Adjustment, Fuel. When Item 690.0400 is included in the Contract, fuel price adjustment will be performed according to the requirements of Section 690 for the pay items specified therein, and for any pay items identified in the Special Provisions as being eligible for fuel price adjustment.
- (c) Commodity Index Prices. The Index Prices for asphalt and fuel for this Contract are specified in Table 1.

TABLE 1 – COMMODITY INDEX PRICES FOR THIS CONTRACT

	Asphalt (dollars/ton)	Fuel (dollars/gallon)
Index Price	\$638.00	\$4.24

VERMONT AGENCY OF TRANSPORTATION
PROPOSAL SCHEDULE OF PAY ITEMS

LETTING DATE: 03/27/2026 11:00 AM

CONTRACT ID: C03263

PROJECT(S): STATEWIDE AV-FY27-001

ITEM NO.	DESCRIPTION	QUANTITY	UNITS
ITEMS COMMON TO ALL ALTERNATES			
635.1100	MOBILIZATION/DEMOBILIZATION (RUT)	1.000	LS
641.1100	TRAFFIC CONTROL, ALL-INCLUSIVE (RUT)	1.000	LS
699.3950	P-605-5.1 JOINT SEALING FILLER	1,200.000	LB
699.4150	P-620-5.2B MARKING (BLACK MARKINGS WITHOUT GLASS BEADS)	40,000.000	SF
699.4150	P-620-5.2B MARKING (GREEN MARKINGS WITHOUT GLASS BEADS)	3,000.000	SF
699.4150	P-620-5.2B MARKING (RED MARKINGS WITH TYPE 1A GLASS BEADS)	3,500.000	SF
699.4150	P-620-5.2B MARKING (WHITE/YELLOW MARKINGS WITH TYPE III GLASS BEADS)	97,000.000	SF

ADDITIVE ALTERNATE - Add. Alt. No. 1 E.F.KNAPP - Add Alt. No. 1 E.F.Knapp

635.1100	MOBILIZATION/DEMOBILIZATION (MPV)	1.000	LS
641.1100	TRAFFIC CONTROL, ALL-INCLUSIVE (MPV)	1.000	LS
699.3950	P-605-5.1 JOINT SEALING FILLER	3,000.000	LB
699.4150	P-620-5.2B MARKING (BLACK MARKINGS WITHOUT GLASS BEADS)	28,500.000	SF
699.4150	P-620-5.2B MARKING (WHITE/YELLOW MARKINGS WITH TYPE 1A GLASS BEADS)	91,500.000	SF

ADDITIVE ALTERNATE - Add. Alt. No. 2 Morrisville-Stowe - Add. Alt. No. 2 Morrisville-Stowe

635.1100	MOBILIZATION/DEMOBILIZATION (MVL)	1.000	LS
641.1100	TRAFFIC CONTROL, ALL-INCLUSIVE (MVL)	1.000	LS
699.3950	P-605-5.1 JOINT SEALING FILLER	400.000	LB
699.4150	P-620-5.2B MARKING (BLACK MARKINGS WITHOUT GLASS BEADS)	10,000.000	SF
699.4150	P-620-5.2B MARKING (RED MARKINGS WITH TYPE 1A GLASS BEADS)	200.000	SF
699.4150	P-620-5.2B MARKING (WHITE/YELLOW MARKINGS WITH TYPE 1A GLASS BEADS)	33,000.000	SF

ADDITIVE ALTERNATE - Add. Alt. No. 3 Franklin County - Add. Alt. No. 3 Franklin County

635.1100	MOBILIZATION/DEMOBILIZATION (FSO)	1.000	LS
641.1100	TRAFFIC CONTROL, ALL-INCLUSIVE (FSO)	1.000	LS
699.3950	P-605-5.1 JOINT SEALING FILLER	300.000	LB
699.4150	P-620-5.2B MARKING (BLACK MARKINGS WITHOUT GLASS BEADS)	12,000.000	SF
699.4150	P-620-5.2B MARKING (RED MARKINGS WITH TYPE 1A GLASS BEADS)	500.000	SF
699.4150	P-620-5.2B MARKING (WHITE/YELLOW MARKINGS WITH TYPE 1A GLASS BEADS)	17,000.000	SF