

**STANDARD AGREEMENT FOR CONSULTANT SERVICES AT ILLINOIS AIRPORTS
FOR ARCHITECTURAL/ENGINEERING (A/E), PLANNING AND SPECIAL SERVICES**

Authorized for use by
The Illinois Department of Transportation
Division of Aeronautics
Effective: June 2012

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| <input type="checkbox"/> Preliminary Assessment and Schematic Design | <input type="checkbox"/> Construction Phase Services |
| <input type="checkbox"/> Design Phase Services | <input checked="" type="checkbox"/> Planning and Special Services |

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

WITNESSETH

The Sponsor intends to undertake the accomplishment of a project pursuant to the development of a public air navigation facility known as the Aurora Municipal Airport (ARR) in Kane County, state of Illinois; and the project shall be identified as the Illinois Project No. ARR-5273; S.B.G. Project No. 3-17-SBGP-(); The following is the detailed project title and description from the Illinois Department of Transportation's Office of Planning and Programming (OP&P) program letter which shall be carried through the development of the project (attach supplemental information as necessary in Section I.G., Detailed Scope of Services):

Update Airport Layout Plan with Narrative Report (Airfield Geometry Study)

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

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

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

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

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

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

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

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

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

A. PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN – NOT INCLUDED THIS AGREEMENT

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

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

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

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

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

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

B. DESIGN PHASE SERVICES – NOT INCLUDED THIS AGREEMENT

This phase shall include activities required to accomplish a project design in accordance with the established Aeronautics letting schedule project design timeline and approved letting date determined at the pre-design meeting. Requests for time extensions beyond the previously agreed-to submittal deadline dates (as established in the Department's Letting Schedule, ATTACHMENT Q, and this Agreement) must be made to the Department in writing not less

than 5 days prior to the due date of the submittal. The request for extension must be signed by a principal/officer of the Consultant's firm. Incomplete submittals will not be accepted. Milestone submittals include the engineering report (at 35% design timeline), plan / spec review (at 80% design timeline) and final submittal of all deliverables (at 100% design timeline). A detailed scope of services shall be attached with anticipated labor effort and costs delineated in ATTACHMENTS B / B1. Elements of this phase may include:

1. CONSTRUCTION PLANS, SPECIAL PROVISIONS AND ESTIMATES

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

2. CLARIFICATION OF PLANS

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

3. BIDDING ASSISTANCE

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

C. CONSTRUCTION PHASE SERVICES – NOT INCLUDED THIS AGREEMENT

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

1. OFFICE ENGINEERING

a. SHOP DRAWINGS

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

b. SUPPLEMENTARY SKETCHES

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

c. RECORD DRAWINGS

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

d. MATERIALS CERTIFICATION

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

submitted required certifications and test results to the Department, and the Consultant shall have signed the Department's MATERIALS CERTIFICATION FORM.

2. FIELD ENGINEERING

a. RESIDENT ENGINEER APPROVAL

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

b. DAILY DIARY

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

c. DUTIES OF RESIDENT ENGINEER

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

- i. Performance of acceptance and quality assurance tests when required by Department policy and/or contract specification. Examples of these tests include but are not limited to: Testing concrete for slump and air content; testing concrete for strength; testing bituminous concrete pavement for density using the nuclear method and using the Bulk Specific Gravity Method. Obtaining representative samples of miscellaneous materials such as paint, geotextile fabric, joint sealer, epoxy, polyester resin, etc. for testing as necessary, and/or as directed by the Department; performance of field density tests of earthwork embankments, backfills and subgrade; field density tests of subbase and base courses, and moisture content tests on materials where applicable; and, laboratory proctor tests where applicable. Test Reports shall be submitted to the Department within three (3) working days of the date the test was conducted.
- ii. Inspection/Measurement/Oversight of construction to determine that the work was completed in substantial conformance with the approved plans and specifications, and in compliance with the requirements set forth in the contract documents. All stop or start work orders shall be issued by the Department; the Resident Engineer shall recommend the orders. Document pay item quantities reported for pay in accordance with the latest revision of the Department's *Airport Construction Documentation Manual*.
- iii. Preparation and forwarding to the Department of periodic project reports required by the Department. Bi-weekly construction reports will be submitted to the Department, within three (3) calendar days of the end of the contractor's work week.
- iv. To obtain and review for specification compliance, material certifications and/or test results for all materials prior to their use in the construction.
- v. To reject for inclusion in the project, any materials that are delivered without certification and/or test results, or materials delivered with certification that has been found to be in noncompliance, or any defect found through visual

inspection which renders the material unsuitable for inclusion in the project. The Department shall be notified when any rejections are made. Materials that are delivered without certification and/or test results may be stockpiled or stored in a manner acceptable to the Resident Engineer until such time as the certification and/or test result arrive and are reviewed and accepted by the Resident Engineer.

- vi. Preparation of Reports required per the Sponsor's NPDES permit while providing on-site services, retaining all support documentation.
- vii. Participate in audits performed to determine that the project is proceeding accordingly per the plans and specifications and adhering to AIP grant requirements.

d. FINAL INSPECTION

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

e. SAFEGUARD THE SPONSOR

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

f. OTHER ENGINEERING SERVICES

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

g. FINAL QUANTITIES

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

D. PLANNING AND SPECIAL SERVICES

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

E. ENDORSEMENT OF DOCUMENTS

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

F. DELIVERABLES

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

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

G. NOTICE-TO-PROCEED (NTP)

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

Services to be performed by the Consultant under this Agreement shall become eligible for funding participation consideration as of the date of the written NTP. The dated project program notification letter (i.e. Program Letter) from the Department’s Office of Planning and Programming, indicating the project’s inclusion in the state program and the estimated funding participation sources/levels, shall constitute the NTP. The Consultant shall schedule a project phase kick-off meeting (pre-design, pre-construction, etc) with the Sponsor and the Department at the earliest possible convenience upon the Sponsor’s receipt of this letter.

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

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

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

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

H. DETAILED SCOPE OF SERVICES (Attach / insert here).

Under this agreement the Engineer will provide special services as provided for herein the proposed project known as **Update Airport Layout Plan with Narrative Report (Airfield Geometry Study)**. See Attachments D – D3

II. CONSULTANT COMPENSATION

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

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

A. PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN

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

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

B. DESIGN PHASE SERVICES

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

- 1. a cost plus a fixed payment of \$ n/a

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

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

C. CONSTRUCTION PHASE SERVICES

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

1. a cost plus a fixed payment of \$ n/a

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

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

D. PLANNING AND SPECIAL SERVICES

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

1. a cost plus a fixed payment of \$ \$40,159.89

total amount not to exceed \$ \$400,400.00 unless a major change or addition to the scope of work is required by the Department or extensions of time are necessary for completion of the project. All justification for amendments shall be documented with effort recorded separate from the hours approved under this Agreement. All amendment requests must be supported by justification per Section III.M., Amendments to the Agreement. The payment of this fee shall be made in monthly installments submitted to and approved by the Sponsor. The final charges for the Special Services Phase shall be submitted within forty-five (45) days after official notification from the Consultant of the acceptance of the construction work or within 45 days after official notification from the Department of acceptance of other non-construction projects unless extended by the Department.

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

III. SPECIAL CONDITIONS

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

A. TERMINATION

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

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

1. If the termination is due to the failure of the Consultant to fulfill his agreement obligations, the Sponsor may take over the work and prosecute the same to completion by agreement or otherwise. In such case, the Consultant shall be liable to the Sponsor for any additional cost occasioned to the Sponsor thereby.
2. If, after notice of termination for failure to fulfill agreement obligations, it is determined that the Consultant had not so failed, the termination shall be deemed to have been effected for the convenience of the Sponsor.
3. It is hereby understood and agreed that should the agreement be terminated, the Consultant shall be entitled to and shall receive a fee based on the amount of work accomplished and approved by the Department up to the day of notification of termination. The fee shall be equal to the sum of the actual number of man-hours of each category of work applied at a negotiated hourly rate, plus any outside services approved by the participating agencies and accomplished prior to the notification. If terminated under Section III.HH., Breach of Contract Terms, the Consultant will not be entitled to profit on the work accomplished.

B. CHANGE IN CONSTRUCTION PLANS

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

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

C. HOLD HARMLESS

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

D. DRAWING OWNERSHIP

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

E. CONTRACT FOR OUTSIDE SERVICES

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

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

G. SUBLET AGREEMENT

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

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

H. AGREEMENT EXPIRES

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

I. EQUAL EMPLOYMENT OPPORTUNITY

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

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

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

1. Compliance with Regulations. The Consultant shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
2. Nondiscrimination. The Consultant, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subconsultants, including procurements of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
3. Solicitations for Subcontracts, Including, Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subconsultant or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
4. Information and Reports. The Consultant shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event the Consultant's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the Consultant under the contract until the Consultant complies, and/or
 - b. cancellation, termination, or suspension of the contract, in whole or in part.

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

DISADVANTAGED BUSINESS ENTERPRISE (DBE) ASSURANCES

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

J. OPEN ACCESS TO DOCUMENTS

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

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

K. CERTIFICATION OF CAPACITY TO CONTRACT

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

It is unlawful for any person holding an elective office in this State, holding a seat in the General Assembly, or appointed to or employed in any of the offices of State government, or who is an

officer or employee of the Illinois Building Authority or the Illinois Toll Highway Authority, or who is the wife, husband or minor child of any such person, to have or acquire any contract, or any direct pecuniary interest in any contract therein, whether for stationery, printing, paper or for any services, materials or supplies, which will be wholly or partially satisfied by the payment of funds appropriated by the General Assembly of the State of Illinois or in any contract of the Illinois Building Authority or the Illinois Toll Highway Authority. Payments made for a public aid recipient are not payments pursuant to a contract with the State within the meaning of this Section.

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

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

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

This Section does not affect the validity of any contract made between the State and an officer or employee of the State or member of the General Assembly, his spouse, minor child or any combination of such persons, if that contract was in existence before his election or employment as such officer, member, or employee. Such a contract is void, however, if it cannot be completed within 6 months after such officer, member, or employee takes office, or is employed.

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

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

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

L. THE CONSULTANT SELECTION

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

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

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

April 4, 2023
(Date)

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

M. AMENDMENTS TO THE AGREEMENT

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

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

1. The undersigned determine that the circumstances which necessitate this change were not reasonably foreseeable at the time the contract was signed.
2. The undersigned determine that the circumstances which necessitate this change were not within the contemplation of the contract as signed.
3. The undersigned determine that this change is in the best interest of the state of Illinois and is authorized by law.

Date

Sign Name

Print Name

Title

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

N. CERTIFICATION OF CONSULTANT

(Public Act 90-0572 Section 50-5)

I hereby certify that I am the Sr. Vice President (title) and duly

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

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

1. employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant) to solicit or secure this Agreement,
2. agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the Agreement, or
3. paid or agreed to pay to any firm, organization, or person (other than a bona fide employee working solely for me or the above Consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any):

The firm certifies by execution:

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

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

Date

Sign Name

Bradley M. Hamilton, P.E.

Print Name

Sr. Vice President

Title

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

S. CONFLICT OF INTEREST

(Public Act 90-0572 Section 50-13)

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

T. FELONY CONVICTION

(Public Act 90-5072 Section 50-10)

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

U. ILLINOIS HUMAN RIGHTS NUMBER

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

(#IDHR PC-1/IL 442-0010). IDHR # 01876-00-4.

V. EDUCATIONAL LOAN DEFAULT

(5 ILCS 385).

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

W. DRUG FREE WORKPLACE

(30 ILCS 580).

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

1. The Consultant certifies that he will provide a drug free workplace in compliance with the Drug Free Workplace Act ("Act"). Specifically, Consultant certifies he will do the following:
 - a. Publish a statement:
 - i. Notifying employees that the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance, including cannabis, is prohibited in the Consultants workplace.
 - ii. Specifying the actions that will be taken against employees for violations of such prohibition.
 - iii. Notifying the employee that, as a condition of employment on this agreement, the employee will:
 - 1) abide by the terms of the statement; and
 - 2) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than 5 days after such conviction.

- b. Establish a drug free awareness program to inform employees about:
 - i. the dangers of drug abuse in the workplace;
 - ii. the Consultant policy of maintaining a drug free workplace;
 - iii. any available drug counseling, rehabilitation, and employee assistance programs; and
 - iv. the penalties that may be imposed upon employees for drug violations.
- c. Give a copy of the statement described above to each employee engaged in the performance of the contract and post the statement in a prominent place in the workplace.
- d. Notify the State within 10 days after receiving notice under part (a)(3)(B) above from an employee or otherwise receiving actual notice of such conviction.
- e. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program by, any employee who is so convicted, as required by §5 of the Act.
- f. Assist employees in selecting a course of action in the event drug counseling, treatment, and rehabilitation is required and indicate that a trained referral team is in place.
- g. Make a good faith effort to continue to maintain a drug free workplace through implementation of §3 of the Act.

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

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

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

CERTIFICATION OF CAPACITY TO CONTRACT

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

(Corporation)

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

9th day of March, AD, 20 26

Crawford, Murphy & Tilly, Inc.
Corporation

BY  _____

BY _____

Daniel L. Pape, P.E., Aviation Group Manager
Printed Name & Title

Bradley M. Hamilton, P.E., Sr. Vice President
Printed Name & Title

Y. CERTIFICATION REGARDING LOBBYING

(Reference: 49 CFR Part 20, Appendix A)

Certification for Contracts, Grants, Loans and Cooperative Agreements.

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

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

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

Z. INTERNATIONAL BOYCOTT

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

The Consultant certifies that neither it nor any substantially-owned affiliated company is participating or shall participate in an international boycott in violation of the provisions of the U.S. Export Administration Act of 1979 or the regulations of the U.S. Department of Commerce promulgated under that Act. The Consultant makes the certification set forth in Section 5 of the International Anti-Boycott Certification Act.

AA. NON-APPROPRIATION CLAUSE

Obligations of the State will cease immediately without penalty or further payment being required in any fiscal year the Illinois General Assembly fails to appropriate or otherwise make available sufficient funds for payment of this Agreement.

BB. DEBT CERTIFICATION

The Consultant certifies that it, or any affiliate, is not barred from being awarded a contract under 30 ILCS 500/50-11 and 50-12. The Consultant further acknowledges that the contracting State agency may declare the contract void if the preceding certification is false or if the contractor, or any affiliate, is determined to be delinquent in the payment of *any* debt to the State during the term of the contract.

CC. GOODS FROM CHILD LABOR ACT

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

DD. QUALIFICATION BASED SELECTION ACT

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

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

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

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

The Consultant certifies, by submission of this proposal or acceptance of this contract, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency. It further agrees by submitting this Agreement that it will include this clause without modification in all lower tier transactions, solicitations, proposals, contracts, and subcontracts. Where the Consultant or any lower tier participant is unable to certify to this statement, it shall attach an explanation to this solicitation/proposal.

FF. RIGHTS TO INVENTIONS

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

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

GG. TRADE RESTRICTION CLAUSE

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

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

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

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

Further, the Consultant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in each contract and in all lower

tier subcontracts. The Consultant may rely on the certification of a prospective subconsultant unless it has knowledge that the certification is erroneous.

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

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

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

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

HH. BREACH OF CONTRACT TERMS

(Reference: 49 CFR Part 18.36)

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

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

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

_____ , Illinois, this _____, 20____.
(city) (date) (year)

ATTEST:

(SEAL)

City of Aurora, Illinois
(Sponsor Name)

36-6005778
(Federal Employee's Identification Number)

BY _____

Printed Name & Title

BY _____

Printed Name & Title

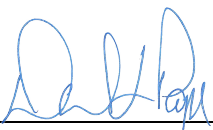
ATTEST:

(SEAL)



Crawford, Murphy & Tilly, Inc.
(Consultant Name)

37-0844662
(Federal Employee's Identification Number)

BY  _____
Daniel L. Pape, P.E., Aviation Group Manager
Printed Name & Title

BY _____
Bradley M. Hamilton, P.E., Sr. Vice President
Printed Name & Title

LIST OF ATTACHMENTS

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

ATTACHMENT A-A3 – NOT USED

PRELIMINARY ASSESSMENT AND SCHEMATIC DESIGN PHASE SERVICES

ATTACHMENT B-B3 – NOT USED

DESIGN PHASE SERVICES

ATTACHMENT C-C3 – NOT USED
CONSTRUCTION PHASE SERVICES

Aurora Municipal Airport

Update Airport Layout Plan with Narrative Report (Airfield Geometry Study)

Attachment D

Planning and Special Services

ESTIMATE OF COSTS

<u>CATEGORY</u>		<u>AMOUNT</u>
1 <u>Direct Salary Costs</u>		\$104,323.87
2 <u>Labor and General and Administrative Overhead</u> ¹	51.01%	\$53,215.61
3 <u>Direct Nonsalary Expenses</u>	114.14%	\$119,075.27
Lodging ^{2,3}		\$ 750.00
Meals/Per Diem ^{2,3}		\$ -
Transportation ²		\$ 350.00
Materials & Supplies		\$ -
Printing		\$ -
CADD time ⁴		\$ -
Other Costs (Excluding outside Services)		\$ -
4 <u>Fixed Payment</u> ⁵		\$40,159.00
5 <u>Outside Services/Subconsultants</u>		\$82,524.15
	Cost Plus Fixed Payment	
	Total Amount Not to Exceed	\$400,397.90
Or	Use =	\$400,397.00
	Lump Sum	
	Total Amount Not to Exceed	

NOTES:

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

ATTACHMENT D-1

PLANNING AND SPECIAL SERVICES PHASE

ESTIMATE OF SALARY EXPENSE

<u>CLASSIFICATION</u>	<u>TIME REQUIRED (HOURS)</u>	<u>HOURLY WAGE</u>	<u>SALARY EXPENSE</u>
Principal	0	\$84.75	\$0.00
Project Manager III	266	\$73.75	\$19,617.50
Project Manager II	111	\$61.51	\$6,827.61
Senior Engineer	0	\$58.39	\$0.00
Senior Technical Manager	0	\$53.01	\$0.00
Senior Planner II	44	\$71.62	\$3,151.28
Planner III	206	\$60.99	\$12,563.94
Planner I	702	\$38.27	\$26,865.54
Technical Manager	0	\$33.34	\$0.00
Registered Land Surveyor	0	\$39.94	\$0.00
Senior Technician II	666	\$53.00	\$35,298.00
Technician	0	\$33.34	\$0.00
Technical Assistant	0	\$43.74	\$0.00
Clerk/Word Processing	0	\$31.48	\$0.00
		AVERAGE	
TOTAL	1995	\$52.29	\$104,323.87

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

Aurora Municipal Airport

Update Airport Layout Plan with Narrative Report (Airfield Geometry Study)

Attachment D-2

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

Item

4 MATERIALS AND SUPPLIES

Surveying Supplies (paint, lathe, stakes, etc)	\$	-		
Drafting Media	\$	-		
Misc. Equipment and Direct Project Supplies	\$	-		
Sub-Total			\$	-

5 TRAVEL

Travel Reimbursement	482 miles@	\$ 0.725	\$	349.45
Vehicle Days	0 days@	\$ 65.00	\$	-
Other Subsistence & Tolls	5 nights@	\$ 150.00	\$	750.00
Sub-Total				\$ 1,099.45

6 PRINTING

Full Size Prints	0 sheets@	\$ 2.40	\$	-
Photo-copies	sheets@	\$ 0.20	\$	-
Sub-Total				\$ -

7 OTHER COSTS (EXCLUDING OUTSIDE SERVICES)

Photos/Developing			\$	-
Direct Project Shipping Expense			\$	-
Unassigned Misc Project Direct Expense			\$	-
Sub-Total				\$ -

\$ 1,099.45

ATTACHMENT D3

PLANNING AND SPECIAL SERVICES

Scope of Work

Aurora Municipal Airport Airfield Geometry Study

Task 1: Background

Aurora Municipal Airport (ARR or the Airport), owned and operated by the City of Aurora (CA), has experienced a higher-than-average number of runway incursions in recent years. As a result, there has been a specific focus on runway safety at ARR by multiple lines of business of the Federal Aviation Administration (FAA) through a Runway Safety Action Plan (RSAP). ARR has permanently closed Runway 18/36 and has made many marking, lighting and signage improvements but additional RSAP action items related to pavement geometry remain. In 2025, ARR and FAA agreed that an Airfield Geometry Study (Study) would be beneficial to bring together various on-going runway safety initiatives, assess the existing airfield and determine future improvements to continue to enhance runway safety. The Study is intended to be an airfield geometry-focused, targeted planning effort that will investigate permanent airfield pavement configuration mitigation strategies but will stop short of a full Master Plan-style planning effort. The Study also presents an opportunity for ARR to update its Airport Layout Plan (ALP) and develop an Airports Geographic Information System (AGIS), which are concurrent priorities of FAA and the Illinois Department of Transportation Division of Aeronautics (IDA).

The Study will incorporate FAA-aligned Safety Management System (SMS) principles throughout its analyses to ensure that airfield geometry decisions are risk-informed and traceable. Safety Risk Management (SRM) concepts from FAA Orders 5200.11A *FAA Airports (ARP) Safety Management System*, 8040.4C *Safety Risk Management Policy*, and AC 150/5200-37A *Safety Management Systems for Airports*, will guide the evaluation of existing conditions and development of alternatives. A streamlined Safety Risk Evaluation process will be applied to qualitatively compare relative safety outcomes among geometry options, providing a transparent, risk-based framework that supports FAA coordination, stakeholder consensus, and future SRM documentation.

The following is a description of the tasks that will be conducted as part of the update.

Task 1.1: Project Scope Preparation

A scope of services will be prepared describing each item of work required for completion of the Study, the ALP Update and the AGIS based on guidance provided by the Airport, FAA, and in accordance with appropriate FAA Advisory Circulars. Each task within the scope of services will be evaluated to determine the appropriate level of man-hours and personnel classifications to complete each individual task. Estimates will also be prepared for direct expenses such as travel, subsistence, materials, printing, and any other necessary cost related to the project. This task includes efforts necessary to mobilize the project including the development and execution of necessary consultant and subconsultant

agreements. This task will also involve coordination necessary with ARR, IDA and FAA to achieve acceptance of the project scope.

Task 1.2: Quality Assurance Plan

Following a Notice to Proceed from the Airport a Quality Assurance Plan (QAP) will be developed that will act as the program guidance for the Consultant's implementation of the project scope. The purpose of the QAP is to prevent errors and the need for re-work, provide for the continuous improvement of CMT's planning process, provide quality services, and facilitate client satisfaction. The QAP includes a description of the project team, a written project plan, a quality control plan, a post project evaluation plan, project checklists, project forms, and a proposed project schedule.

Task 1.3: Project Kickoff Meeting

A virtual project Kickoff Meeting will occur with Airport staff, state/federal agencies, and project stakeholders to present the guiding elements of the project including general project scope, key schedule milestones, and project team responsibilities.

Task 2: Baseline Assessment

Task 2.1: Update Baseline Conditions

This task includes a description of ARR's existing airfield, including an analysis of up to eight (8) areas that have been identified by FAA and/or ARR as potential safety risk areas. Historic background data on incursions or other safety violations/incidents will be compiled and presented for airfield areas of concern. Corresponding exhibits depicting the baseline conditions will be prepared for the individual locations of runway incursions. This task includes coordination with the FAA and ARR to collect historical background data for use in this study.

The existing critical aircraft as shown in the current ARR ALP (approved in October 2022) will be utilized for the basis of the analysis. A new critical aircraft determination is not included in this scope of services.

Task 2.2: Airfield Compliance Analysis

This task entails a detailed review of the existing runway configuration and associated taxiway system. The baseline conditions will be reviewed to determine areas that are not currently in compliance with FAA Advisory Circular 150/5300-13B Change 1, *Airport Design* (13B). A description of non-standard airfield conditions will be presented. The main work elements for the airfield compliance analysis include:

- Definition of 13B criteria
- Incorporation of Airport Documentation, including, but not limited to RSAT/RSAP Reports, Letters of Correction, Letters of Agreement between the Air Traffic Control Tower (ATCT) and Airport, etc.
- Evaluation of pavement geometry for adherence with 13B guidance
- Evaluation of known and perceived operational pavement concerns identified by users and FAA, including applicable hot spots
- Evaluation of runway incursion data

Task 2.3: Meetings and Task Deliverables

One (1) in-person meeting will be scheduled with ARR staff, ATCT staff and key Airport users, as designated by ARR, to review and obtain data on existing airfield operations. Key meeting topics are anticipated to include:

- Review areas of operational concern
- Review common runway use configurations and percentages
- Review taxiway routing and other potential airfield considerations.

One (1) virtual meeting will be scheduled with stakeholders to review the baseline assessment findings. Stakeholders are expected to include ARR, IDA, and multiple lines of business of FAA.

A presentation of the baseline assessment findings will be developed for the progress meeting. The findings from Task 2.1 and 2.2 and associated stakeholder feedback will be incorporated into the final narrative report.

Task 3: Alternatives Analysis

Alternatives will be developed for each non-conforming airfield location. The following work elements will be conducted as a part of this task:

Task 3.1: Develop Alternatives

Up to three (3) alternatives will be developed for each non-conforming airfield location identified Task 2. A maximum of twenty-four (24) total alternatives will be considered. Exhibits and narrative will be developed for each alternative. The narrative will include discussion of the following:

- Advantages and disadvantages
- Locations where 13B criteria may not be feasible will be identified, including reasons
- Discuss other potential airfield impacts for each alternative
- Age and condition of pavement
- Aircraft movements and potential ATCT impacts
- Construction phasing
- Relationships to adjacent projects
- Impacts to adjacent infrastructure
- Potential environmental impacts
- Rough order of magnitude (ROM) costs

Task 3.2: Evaluate Alternatives

Each alternative will be analyzed using FAA SRM principles:

- A streamlined Safety Risk Evaluation will be conducted to provide a qualitative, risk-informed comparison of airfield geometry alternatives developed in Task 3.1. The evaluation will apply the principles of FAA Orders 5200.11A and 8040.4C, and AC 150/5200-37A, in a simplified format suitable for this Study. Each alternative will be reviewed using qualitative likelihood and severity ratings (Low, Medium, High) to identify potential safety advantages, disadvantages, and mitigation considerations.
- Safety impact will also be incorporated as a weighted factor within the multi-criteria alternatives matrix, ensuring that concepts offering greater risk reduction receive appropriate consideration in the selection process. Results will be summarized in a concise Safety Risk Summary Table appended to the final narrative report, providing a transparent link between the alternatives evaluation and FAA SRM principles without requiring a formal SRM Panel or standalone Comparative Safety Assessment (CSA).

Task 3.3: Meetings and Task Deliverables

One (1) in-person progress meeting will be scheduled with ARR staff, ATCT staff and key Airport users, as designated by ARR to review the airfield alternatives.

Up to two (2) virtual progress meetings with ARR, IDA, and multiple lines of business of FAA will be held; one meeting to present the preliminary alternatives and a second to present the preferred airfield alternative. During the first meeting, the Consultant will present the results of the streamlined Safety Risk Evaluation. The qualitative findings, including key hazards, risk ratings, and mitigation considerations, will be summarized in a Safety Risk Summary Table. Stakeholder feedback will be documented and used to validate the comparative assessment of alternatives and refine the preferred airfield geometry concepts. ROM costs for each alternative will also be presented but will not be included in the Summary Risk Evaluation.

The findings from Tasks 3.1 and 3.2 and associated stakeholder feedback will be incorporated into the final narrative report. The validated risk-based rationale will also be included in the final report to demonstrate alignment with FAA Safety Risk Management (SRM) principles while maintaining an appropriate level of effort for the Study.

Task 3.4: Preferred Development Plan

Once selected, the preferred development alternatives will be combined into a draft concept plan for consideration by ARR. The base drawing for the plan will be used in the generation of the Future ALP.

Task 4: Implementation Planning Services

Task 4.1: Implementation Plan and Capital Improvement Program

A recommended Capital Improvement Program (CIP) will be developed based on the preferred alternatives. This activity will be coordinated with the Airport's on-going five-year Transportation Improvement Program (TIP). An Implementation Plan exhibit will be prepared depicting the preferred development alternatives including project timelines. Planning-level estimates of probable costs will be developed along with possible funding sources for each project. Findings from the streamlined Safety Risk Evaluation will inform the prioritization of recommended projects within the CIP, so that airfield improvements offering the greatest relative safety benefit are advanced for potential early implementation.

Task 4.2: Financial Feasibility Analysis and Funding Plan

The Airport's ability to fund the recommended projects should be a major consideration in preparing a refined CIP and Implementation plan. A financial feasibility analysis will take place concurrently with the development of the CIP. This task will involve reviewing and quantifying sources of funding for projects, including federal funding, state funding and ARR/CA revenues. The scope will not include a comprehensive evaluation of the Airport's financial structure.

Task 4.3: Meetings and Task Deliverables

One (1) virtual meeting will be scheduled with ARR, IDA, and FAA to review the refined CIP and Implementation Plan. The findings from Tasks 4.1 and 4.2 and associated stakeholder feedback will be incorporated into the final narrative report.

Task 5: Report Preparation

A narrative report will be prepared in summary format to present the analysis and findings of the Study. The final report will consolidate supporting documentation and findings developed throughout the course of all phases of the Study. The report will be prepared digitally.

The final report will include the Safety Risk Summary Table as an appendix, documenting key hazards, qualitative risk ratings, and the rationale supporting the preferred airfield geometry alternatives. This appendix will provide a transparent record of how FAA Safety Risk Management (SRM) principles were applied in a proportionate, streamlined manner appropriate to the Study's scope.

This scope and study will not include development of a new Aviation Demand Forecast, a new determination of existing and/or future Critical Aircraft or a new evaluation and/or justification of existing runway and taxiway dimensions.

Task 6: Airports GIS (AGIS) Data Collection

The objective of this project is to prepare data for ARR that complies with FAA Advisory Circulars (AC) 150/5300-16B, 17C and 150/5300 -18B – Change 1. This data will encompass feature classes defined in AC-18B that are present at ARR, as well as aerial imagery that complies with AC-17C. The data will be tied to ground survey control that complies with AC-16B. An obstruction survey and airspace analysis will be conducted for each runway, using applicable vertically guided obstruction identification surfaces. Once validated to conform to FAA specifications and guidance, the data will be uploaded to the FAA Airport Data Information Portal (ADIP). After data is submitted and approved by the FAA, the data will be used to prepare an ALP using traditional CAD based ALP drawing sheets.

This task sets up a project on the ADIP website and develops the Statement of Work (SOW), Geodetic Control Plan, Imagery Plan and Survey and Quality Control Plan for FAA approval.

Task 6.1: Project Statement of Work

A project Statement of Work (SOW) will be developed as part of this task. The “Required Tasks” column of FAA AC 150/5300 -18B – Change 1 Table 2-1 (Survey Requirements Matrix) will be reviewed in detail to validate that the SOW includes all necessary work tasks for completion of a successful ADIP data upload for ARR. A draft SOW will be submitted to FAA for review prior to finalizing the AGIS efforts to be accomplished under this project. The final SOW will reflect any comments received from the FAA or the Airport. Once the Consultant Team, Airport, and FAA representatives are satisfied with this document it will be uploaded to the FAA AGIS site for approval.

Task 6.2: Project Plans

Project Survey Plan

The Project Survey Plan will describe in detail a plan for connecting to and verifying all airport control points that will be used during this survey. Neither control verification nor surveying will begin until the Survey Plan is reviewed and approved by NGS, after submitted to the AGIS system.

Imagery Plan

An Imagery Plan will be developed under this task and written in accordance with the Imagery Plan section of AC-17C. The plan will be submitted to the AGIS website for review and approval prior to collection of any imagery.

Survey and Quality Control Plan

The Survey and Quality Control Plan (SQCP) will be developed under this task. The SQCP will describe how the Consultant will meet the technical specifications required for the project. The SQCP will be submitted to the AGIS website for review and approval prior to the commencement of any survey work.

Task 6.3: Field Survey

A field survey will be performed in accordance with FAA AC-16B, FAA AC-17C, and FAA AC-18B.

Survey Plan

Before field work begins, the approximate location of all survey points will be mapped, and a survey plan will be developed. This data will be used to coordinate the field effort with ARR personnel as necessary.

Recovery and Documentation of PACS/SACS

The Airport's primary and secondary control stations (PACS and SACS) will be recovered and confirmed to be of proper stability, condition, and visibility. The locations will be verified by taking GPS observations for the period required in FAA AC-16B. Monument photos and sketches will also be prepared using the required FAA forms. This information will be submitted to the FAA and NGS. If the Airport's PACS and SACS are not recoverable, temporary airport control will be utilized. Requirements outlined in AC-16B Paragraph 2.2.2 will be followed if temporary airport control is found to be needed.

Imagery Surveys

The photo ID points, check point and mapping control points will be surveyed in accordance with the requirements in FAA AC-17C and FAA AC-18B. These surveys are utilized in the imagery processing and validation process.

Mapping Field Surveys

Some of the features defined in FAA AC-18B must be mapped at a greater accuracy than is possible using aerial photography. For these features, field survey teams will determine the location, record any attributes that can be collected in the field, take photographs as necessary and provide the documentation as required. All field survey data will be tied to the NSRS by tying the survey points to the airports PACS and/or SACS. Any required features that cannot be collected with aerial photography will also be field surveyed. The following features will be surveyed:

- Runway ends/thresholds
- Runway length
- Runway width
- Runway profile (50') – along runway centerline
- Navigational aids
- Navigational aid runway abeam points
- Features requiring digital photographs
- Features requiring sketches
- Obstructions requiring field verification
- A select number of airfield features and obstructions as part of the projects QA process

Task 6.4: Aerial Photography and Mapping

Aerial photography will be collected in accordance with the requirements of FAA AC-17B. This imagery will be collected in leaf-on conditions, with a sun-angle greater than 30 degrees above the horizon, and at an altitude that will yield 2 feet or better horizontal accuracy at a 95 percent confidence level. Both digital stereo imagery and Orthorectified imagery will be developed and submitted to the FAA. The extent of the imagery will cover all vertically guided obstruction identification surfaces. Many of the features required by FAA AC-18B will be derived through planimetric means from the stereo imagery.

Airport Airspace Analysis mapping utilizing "Runways with Vertical Guidance (VG)" Obstacle Identification Surfaces (OIS) and Part 77 surfaces will be performed for existing and future runways. To complete this analysis, all vertically guided OIS will be developed based on Runway End point and other field survey data collected in Task 6.3. Obstacles will be identified through photogrammetric efforts using stereo imagery.

Task 7: Airport Layout Plan

Using the preferred alternatives developed in Task 3, the ALP drawings will be prepared in accordance with FAA Advisory Circular 150/5300-13B Airport Design; and FAA Standard Operating Procedure (SOP) 2.00 requirements: All dimensions shall be shown in U.S. feet. No metric equivalents or dimensions will be provided as part of this project. Any changes to these Advisory Circulars or checklist following issuance of the Notice to Proceed with this project may constitute a need to change the established scope of services and/or associated provide a professional services amendment, if applicable.

The current ARR ALP was approved in October 2022. Changes to the current ALP will be primarily focused on reflecting current and future airfield facilities analyzed in Tasks 2 and 3. Future landside development (roadways, parking lots, hangars and aircraft parking aprons) and the associated future airport property line shown in the current ALP will be carried forward and shown as-is in this ALP effort. Additionally, analysis of existing Modifications of Airport Design Standards and Declared Distances shown in the current ALP is not included in this scope – they will be carried forward as-is and shown in this ALP effort.

The following items shown in the current ALP will be removed from the ALP as part of this project:

- Runway 18/36 will be shown as decommissioned on the Existing and Future Airport Layout Drawing.
- Runway 18/36 will not be shown on the Airport Airspace Sheet and Inner Approach Sheets.
- Future extensions to decommissioned Runway 18/36 and Taxiway C will not be shown
- Future Runway 9L/27R and southern parallel taxiway will not be retained.

Task 7.1: Cover Sheet

This sheet will include the following: airport name and location, Airport approval blocks, sheet index, and location and vicinity maps.

Task 7.2: Airport Data Tables Sheet

The data tables sheet will include basic airport data, runway data, taxiway data, approach information, wind rose and coverage analysis, and airfield coordinated data; existing and future data will be provided for each data group.

Task 7.3: Existing Airport Layout Drawing

This sheet will be a line drawing showing existing major airport facilities, ground contours, airport boundaries and Runway Protection Zones (RPZ). This sheet shall also identify the existing airport reference point, runway elevations, Building Restriction Lines (BRLs), runway details, safety areas, threshold details, and any modifications to airport design standards. A significant work element for this sheet will be to modify newly acquired mapping to comply with graphical standards.

Task 7.4: Future Airport Layout Drawing

This sheet will be a line drawing showing existing and future major airport facilities, ground contours airport boundaries and RPZ. This sheet shall also identify the future airport reference point, runway elevations, BRLs, runway details, safety areas, threshold details, and any anticipated future modifications to FAA airport design standards.

Task 7.5: Terminal Area Plan Drawings

Detailed layouts of the existing and future planned terminal area facilities and general aviation areas at the airport will be depicted. The Terminal Area Plan drawings may depict aircraft parking layouts and associated aircraft parking limits, auto parking and access roadways, taxilanes, building elevations (to be obtained during the aerial mapping), and a building identification table, and other detailed information as may be appropriate.

Task 7.6: Airport Airspace Sheet

This sheet will illustrate proposed 14 CFR Part 77 surfaces, superimposed on a U.S.G.S. Quadrangle Map, based on the ultimate runway lengths and approach types. The sheet will depict objects which penetrate the three-dimensional FAR Part 77 surfaces that are not identified on the Inner Portion of the Approach Surface Drawings (refer to Task 7.7). All tall structures will be identified using the most current Digital Obstruction File, the most recent Airport Obstruction Chart published by the National Geodetic Survey (NGS), AGIS survey data from Task 6, and historical Airspace Case data available from the FAA. Approach profile sheets will be prepared to depict the ground profile along the extended runway centerline along the length of Part 77 approach surface for each runway end.

Task 7.7: Inner Portion of the Approach Surface Drawings

A runway profiles drawing will be prepared depicting the existing and future conditions for Runway 9-27 and Runway 15-33 to develop corresponding drawings and meet FAA SOP 2.0 guidelines. The profiles will contain the existing grades or runway pavement as well as those within the RSA extended beyond each runway end. Line-of-sight will also be depicted for each runway existing and future distances, and in accordance with SOP 2.0 standards. These sheets will identify objects on both the plan and profile views, which exceed existing and future FAR Part 77 inner approach surfaces, for each runway threshold.

Approach surfaces will be shown to 100 feet above the runway end elevation. Object elevations for all existing and future obstructions to the Part 77 surfaces (i.e., power poles, trees, buildings, rising terrain, etc.) shall be numbered in the plan and profile views. The obstructions will be listed numerically in a table with data describing the obstruction type, top elevation, Part 77 analysis (surface elevation, amount of penetration, and proposed disposition), departure surface analysis, and Threshold Siting Surface (TSS) analysis. Information obtained from the most recent Airport Obstruction Chart published by the National Geodetic Survey (NGS), obstruction surveys, data collected from an on-site field investigation, and data collected from AGIS survey data from Task 6 will be used as a basis for object identification.

Elevations and approach clearances of roads will be identified at their intersection with the extended runway centerlines and the limits of the approach surface. All potential road relocations will be identified in the drawings and noted accordingly.

These sheets will also identify objects on the plan and profile views which exceed existing and future AC 150/5300-13B departure surfaces for each runway that is designated primarily for instrument departures. The surface will be depicted at 40:1 for commercial service runways out to 50,000 feet beyond the runway threshold.

Task 7.8: Land-Use Drawing

This sheet will utilize an aerial photograph of the existing airport. The Future ALP drawing will be overlaid on the aerial map to delineate existing and future airport boundaries, easements, future airport development, RPZs, Runway Visibility Zone (RVZ), land use in the airport vicinity by category (i.e., commercial, industrial, aeronautical, etc.), boundaries of local government (i.e. city and county lines), and public facilities such as schools, hospitals, parks, and churches. Current land use maps from the communities surrounding the airport will be collected and reviewed to obtain this information.

Task 7.9: Property Map

The Airport Property Line Map will be updated depicting the airport boundary, existing and future fee and easement parcels. Data tables will also be updated including the following AVAILABLE data – parcel number, date acquired, Federal Aid project number under which the property acquisition was reimbursed, type of acquisition, grantor of property and acreage.

No boundary surveys or legal research of property is included in this work scope. Aerial imagery obtained from the aeronautical survey effort will be incorporated for use in the Airport Property Map.

This task does not include revisions to the Airport's current Exhibit "A" property map. Updates to the Exhibit "A" are not included in this scope.

Task 7.10: Airspace Determination and Coordination/Edits

The full ALP set will be submitted to IDA/FAA, along with a request an airspace determination. A coordination meeting will be held with the Airport to review the ALP set prior to submission. Coordination may be required to resolve any comments from FAA at determination level. Up to three re-submittals to FAA shall be performed while attempting to reach final approval of the ALP. The Consultant will prepare necessary request forms/letters for all airspace coordination. A favorable airspace determination will enable the Airport to move forward with the proposed improvements and validate that the improvements comply with FAA standards. This project does not include the upload of individual obstructions to OE/AAA as part of the airspace case determination.

Task 7.11: ALP Documents & Deliverables

Deliverables for ALP documents such as the Narrative Report and ALP Set for the Airport, IDA, and FAA shall include the following:

Document	ARR	FAA	IDA	CMT
Draft PDF/Paper ALP Set	2	-	-	-
Approved PDF/Paper ALP Set	2	-	-	-
Final Digital ALP Files	1	1	1	1

Electronic versions (in PDF format) of all deliverables will be provided to the FAA, IDA, and ARR.

Task 8: Project Management

The Consultant will manage the Airport Layout Plan Update and provide oversight. Project management tasks will include routine coordination and management, consisting of monthly project progress report preparation, schedule monitoring, meeting minute preparation, FAA and airport coordination, work plan updates, and project close-out procedures.

Task 8.1: Project Progress Reports

Each month a written Progress Report will be submitted to the Airport. These reports will describe the present status of the project, work to be accomplished, any problems or barriers encountered, and any action items required by the Airport. The report will also provide a status of actual work accomplished against the schedule goals with a description of reasons for any slippage in the event of such an occurrence. The monthly report will describe any recommended modifications to the Scope of Work and/or schedule milestones, which would alter the original course of the study.

Task 8.2: Project Administration & Coordination

Necessary for the success of any project is the myriad of functions related to project administration that are not accounted for in individual work elements. These tasks include on-going monitoring of project budget and schedule, internal project team meetings, quality assurance/control reviews, project staffing, coordination with subconsultants, et cetera. These work elements are necessary for proper completion and delivery of the project deliverables.

Task 8.3: Potential Out of Scope Work

The success of this project, and the ability to deliver the work products on time and within the budget, is dependent upon many variables which are often beyond the Consultant's control. Examples include, but are not limited to: accuracy and availability of data from previous studies; additional meetings required to coordinate issues; additional analyses requested by FAA (such as an air emission inventory, noise contours or life cycle cost assessments), IDA, or the Airport, that are not provided for in this scope; updates or changes to the FAA's Advisory Circulars or other related guidance documents; and extraordinary number of required reviews of the Consultant's draft work products. These types of issues may constitute extra services and/or expenses above those contemplated by this work scope and associated cost proposal. As the project progresses, it will be incumbent upon the Consultant to bring to the attention of the Airport, IDA, and FAA any unforeseen changes to this scope of work and negotiate appropriate additional compensation necessary to fund those extra costs.

Items excluded from this scope and study:

- Aviation Demand Forecast
- Critical Aircraft Determination
- Runway/Taxiway dimension justification

- Exhibit "A" Update
- Noise contours
- Environmental (NEPA) documentation

ATTACHMENT B
CLIENT: Aurora Municipal Airport
PROJECT DESCRIPTION: Airfield Geomtery Study
PROFESSIONAL SERVICES - ESTIMATE OF EFFORT AND ASSOCIATED COST
 COST PLUS FIXED FEE - 2026 RAW HOURLY RATES AND PROVISIONAL OVERHEAD

CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

PREP. BY: CMT

DATE: 12/26/25

CMT PROJECT NO.: 25008788

TASK DESCRIPTION	MANHOURS & CATEGORY (2026)														TASK HOUR SUMMARY
	PRINCIPAL	PROJECT MANAGER III	PROJECT MANAGER II	SENIOR ENGINEER	SENIOR TECHNICAL MANAGER	SENIOR PLANNER II	PLANNER III	PLANNER I	TECHNICAL MANAGER	REGISTERED LAND SURVEYOR	SENIOR TECHNICIAN II	TECHNICIAN	TECHNICAL ASSISTANT	CLERK / WORD PROCESSING	
	\$84.75	\$73.75	\$61.51	\$58.39	\$53.01	\$71.62	\$60.99	\$38.27	\$33.34	\$39.94	\$53.00	\$33.34	\$43.74	\$31.48	
NARRATIVE REPORT															
1.0 Project Formulation															
1.1 Project Scope Preparation		12	4					26			4				46
1.2 Quality Assurance Plan		4	4				4	6							18
1.3 Project Kickoff Meeting		4	4				8	10							26
2.0 Baseline Assessment															
2.1 Update Baseline Conditions		6	1				8	32			24				71
2.2 Airfield Compliance Analysis		6	2				10	40			24				82
2.3 Meetings and Task Deliverables		16	6				16	32			18				88
3.0 Alternatives Analysis															
3.1 Develop Alternatives		12	4				12	48			56				132
3.2 Evaluate Alternatives		8	18				8	24			4				62
3.3 Meetings and Task Deliverables		20	12				4	48			12				96
3.4 Preferred Development Plan		2	2				2	12			24				42
4.0 Implementation Planning Services															
4.1 Implementation Plan and Capital Improvement Program		4	1				4	22							31
4.2 Financial Feasibility Analysis and Funding Plan		4	1				4	20							29
4.3 Meetings and Task Deliverables		4	2				2	16			8				32
5.0 Report Preparation															
5.1 Report Preparation		16	10				8	56			24				114
AIRPORT GIS & AIRPORT LAYOUT PLAN															
6.0 Airport GIS (AGIS Data Collection)															
6.1 Project Statement of Work		2				12	4				10				28
6.2 Project Plans		2				12	4				10				28
6.3 Survey Plan		2					8	8			10				28
6.4 Recovery and Documentation of PACS/SACS		1					2				12				15
6.5 Imagery Surveys		2					4	4			32				42
6.6 Mapping Field Surveys		2					6	10			90				108
6.7 Aerial Photography & Mapping		2									6				8
7.0 Airport Layout Plan															
7.1 Cover Sheet								2			4				6
7.2 Airport Data Table Sheet		4					6	20			14				44
7.3 Existing Airport Layout Plan		2					8	36			44				90
7.4 Future Airport Layout Plan		2					10	30			44				86
7.5 Terminal Area Plan Drawing		2					2	12			20				36
7.6 Airport Airspace Sheet		1	2				4	16			36				59
7.7 Inner Portion of the Approach Surface Drawings		6					8	50			84				148
7.8 Vicinity Aerial/Land Use Drawing		2	2				8	14			14				40
7.9 Property Map		4					2	12			8				26
7.10 Airspace Determination and Coordination/Edits		4	2				12	16			10				44
7.11 ALP Document & Deliverables		8	2				8	20			20				58
8.0 Project Management															
8.1 Project Progress Reports		40	16			20	20	40							96
8.2 Project Administration & Coordination		60	16					20							136
MANHOUR TOTALS	0	266	111	0	0	44	206	702	0	0	666	0	0	0	1995
RAW LABOR COST	\$0.00	\$19,617.50	\$6,827.61	\$0.00	\$0.00	\$3,151.28	\$12,563.94	\$26,865.54	\$0.00	\$0.00	\$35,298.00	\$0.00	\$0.00	\$0.00	\$104,323.87

TASK DESCRIPTION	LABOR, OVERHEAD & FIXED FEE				DIRECT EXPENSE & REIMBURSABLES										COST SUMMARY			
	LABOR COST	PAYROLL BURDEN	GEN. AMMIN. OVERHEAD	FIXED FEE	TRAVEL COST (MILEAGE)	MEALS & LODGING	SUPPLIES PRINTING OTHER	MARTINEZ	SUB-CONSULTANT	SUB-CONSULTANT	SUB-CONSULTANT	SUB-CONSULTANT	SUB-CONSULTANT	SUB-CONSULTANT	TOTAL DIRECT EXPENSE	TOTAL LABOR OVERHEAD & FIXED FEE	TOTAL COST	
		51.01%	114.14%	14.50%														
NARRATIVE REPORT																		
1.0	Project Formulation																	
1.1	Project Scope Preparation	\$2,338.06	\$1,192.64	\$2,668.66	\$898.91										\$0.00	\$7,098.27	\$7,098.27	
1.2	Quality Assurance Plan	\$1,014.62	\$517.56	\$1,158.09	\$390.09										\$0.00	\$3,080.35	\$3,080.35	
1.3	Project Kickoff Meeting	\$1,411.66	\$720.09	\$1,611.27	\$542.74										\$0.00	\$4,285.75	\$4,285.75	
2.0	Baseline Assessment																	
2.1	Update Baseline Conditions	\$3,488.57	\$1,779.52	\$3,981.85	\$1,341.24										\$0.00	\$10,591.19	\$10,591.19	
2.2	Airfield Compliance Analysis	\$3,978.22	\$2,029.29	\$4,540.74	\$1,529.50										\$0.00	\$12,077.75	\$12,077.75	
2.3	Meetings and Task Deliverables	\$4,703.54	\$2,399.28	\$5,368.62	\$1,815.61	\$50.00									\$50.00	\$14,287.04	\$14,337.04	
3.0	Alternatives Analysis																	
3.1	Develop Alternatives	\$6,667.88	\$3,401.29	\$7,610.72	\$2,563.58										\$0.00	\$20,243.47	\$20,243.47	
3.2	Evaluate Alternatives	\$3,315.58	\$1,691.28	\$3,784.40	\$1,274.73										\$0.00	\$10,065.99	\$10,065.99	
3.3	Meetings and Task Deliverables	\$4,930.04	\$2,514.81	\$5,627.15	\$1,902.69	\$50.00									\$50.00	\$14,974.69	\$15,024.69	
3.4	Preferred Development Plan	\$2,123.74	\$1,083.32	\$2,424.04	\$816.51										\$0.00	\$6,447.61	\$6,447.61	
4.0	Implementation Planning Services																	
4.1	Implementation Plan and Capital Improvement Program	\$1,442.41	\$735.77	\$1,646.37	\$554.56										\$0.00	\$4,379.11	\$4,379.11	
4.2	Financial Feasibility Analysis and Funding Plan	\$1,365.87	\$696.73	\$1,559.00	\$525.13										\$0.00	\$4,146.74	\$4,146.74	
4.3	Meetings and Task Deliverables	\$1,576.32	\$804.08	\$1,799.21	\$606.04										\$0.00	\$4,785.66	\$4,785.66	
5.0	Report Preparation																	
5.1	Report Preparation	\$5,698.14	\$2,906.62	\$6,503.86	\$2,190.75										\$0.00	\$17,299.37	\$17,299.37	
AIRPORT GIS & AIRPORT LAYOUT PLAN																		
6.0	Airport GIS (AGIS Data Collection)																	
6.1	Project Statement of Work	\$1,780.90	\$908.44	\$2,032.72	\$684.70										\$0.00	\$5,406.75	\$5,406.75	
6.2	Project Plans	\$1,780.90	\$908.44	\$2,032.72	\$684.70										\$0.00	\$5,406.75	\$5,406.75	
6.3	Survey Plan	\$1,471.58	\$750.65	\$1,679.66	\$565.77										\$0.00	\$4,467.67	\$4,467.67	
6.4	Recovery and Documentation of PACS/SACS	\$831.73	\$424.27	\$949.34	\$319.77										\$0.00	\$2,525.11	\$2,525.11	
6.5	Imagery Surveys	\$2,240.54	\$1,142.90	\$2,557.35	\$861.41										\$0.00	\$6,802.21	\$6,802.21	
6.6	Mapping Field Surveys	\$5,666.14	\$2,890.30	\$6,467.33	\$2,214.70	\$250.00	\$750.00								\$1,000.00	\$17,238.47	\$18,238.47	
6.7	Aerial Photography & Mapping	\$465.50	\$237.45	\$531.32	\$178.97			\$82,524.15							\$82,524.15	\$1,413.24	\$83,937.39	
7.0	Airport Layout Plan																	
7.1	Cover Sheet	\$288.54	\$147.18	\$329.34	\$110.93										\$0.00	\$876.00	\$876.00	
7.2	Airport Data Table Sheet	\$2,168.34	\$1,106.07	\$2,474.94	\$833.66										\$0.00	\$6,583.01	\$6,583.01	
7.3	Existing Airport Layout Plan	\$4,345.14	\$2,216.46	\$4,959.54	\$1,670.57										\$0.00	\$13,191.70	\$13,191.70	
7.4	Future Airport Layout Plan	\$4,237.50	\$2,161.55	\$4,836.68	\$1,629.18										\$0.00	\$12,864.91	\$12,864.91	
7.5	Terminal Area Plan Drawing	\$1,788.72	\$912.43	\$2,041.65	\$687.70										\$0.00	\$5,430.50	\$5,430.50	
7.6	Airport Airspace Sheet	\$2,961.05	\$1,510.43	\$3,379.74	\$1,138.43										\$0.00	\$8,989.65	\$8,989.65	
7.7	Inner Portion of the Approach Surface Drawings	\$7,295.92	\$3,721.65	\$8,327.56	\$2,805.04										\$0.00	\$22,150.18	\$22,150.18	
7.8	Vicinity Aerial/Land Use Drawing	\$2,036.22	\$1,038.68	\$2,324.14	\$782.86										\$0.00	\$6,181.90	\$6,181.90	
7.9	Property Map	\$1,300.22	\$663.24	\$1,484.07	\$499.89										\$0.00	\$3,947.43	\$3,947.43	
7.10	Airspace Determination and Coordination/Edits	\$2,292.22	\$1,169.26	\$2,616.34	\$881.28										\$0.00	\$6,959.11	\$6,959.11	
7.11	ALP Document & Deliverables	\$3,026.34	\$1,543.74	\$3,454.26	\$1,163.53										\$0.00	\$9,187.87	\$9,187.87	
8.0	Project Management																	
8.1	Project Progress Reports	\$5,464.96	\$2,787.68	\$6,237.71	\$2,101.10										\$0.00	\$16,591.44	\$16,591.44	
8.2	Project Administration & Coordination	\$8,826.76	\$4,502.53	\$10,074.86	\$3,393.60										\$0.00	\$26,797.76	\$26,797.76	
COST TOTALS & COST SUMMARY		\$104,323.87	\$53,215.61	\$119,075.27	\$40,159.89	\$350.00	\$750.00	\$0.00	\$82,524.15	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$83,624.15	\$316,774.63	\$400,398.78
TIME PERIOD OF PROJECT		2026	2027	2028	2029	TOTAL	EST % OF OT HRS INCLUDED ABOVE						0%	MULTI-YEAR + OT				
PERCENTAGE OF WORK TO BE PERFORMED BY YEAR		0%	0%	0%	0%	ERROR	AVERAGE OVERTIME RATE PREMIUM						-	MLTPLR & AMT				
WEIGHTING FACTOR FOR 3% ANNUAL ADJUSTMENT		0.0000	0.0000	0.0000	0.0000	0.0000	OT ADJUSTMENTFACTOR						0.0000	0.0000 \$0				
TOTAL FEE																	\$400,399	
																	USE: \$400,400	

ATTACHMENT E

ENGINEERING REPORT (General Guidance)

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

1. Introduction, project overview and consistency with approved ALP, justification, scope, authorization, funding, required environmental actions and schedule.
2. Investigations and evaluations, including pavement history, PCI information, topographic survey data, soil sampling and testing, boring logs, CBR test results, subgrade stabilization considerations, and seasonal frost issues.
3. Pavement design considerations, including pavement types and/or alternates; any unusual design and reasons therefore, selection of design CBR value, traffic distribution, and reported pavement strength.
4. Rehabilitation, strengthening and/or overlay work shall be detailed as to the type of work required, including existing pavement conditions, material selection considerations, thickness design and economic analysis.
5. Construction features which vary from FAA criteria should be identified including the problem(s) facts, alternative solutions, and/ or desired solution. Is the desired solution the most economical?
6. Items such as materials sources, soils, drainage, water for construction, cost of land vs. development, contractor resources, available finances, and stage development. The report should say how these factors affected the decisions made by the Consultant in the design.
7. Explanation of drainage design criteria including explanation of drainage districts data INPUT and off-site drainage impact on design. Include drainage calculations and modeling.
8. Special considerations for local circumstances such as available material, equipment, contractors, and airport sponsored events.
9. Consultant's choice of options for the lighting design; similar explanation of choices made for the drainage, fencing, turfing and marking, including decisions regarding cover crop seeding.
10. Approach conditions which will result from proposed work and comparison with FAA criteria.
11. Analysis of potential RSA determination (if applicable).
12. Development of PCN for runway strengthening and rehabilitation projects.
13. Description of non-AIP work and quantity separation from AIP eligible items.
14. Identify work to be done by others such as utility companies and airports sponsor forces.
15. The Consultant's preliminary estimate of construction costs, fees and expenses shall be included.
16. A discussion of project safety concerns (per guidance explained in FAA AC 150/5370-2F (or current) Operational Safety on Airports during Construction) shall be included.
17. A discussion of project phasing / sequencing and estimate of construction calendar days shall be included.

ATTACHMENT F



**Illinois Department
of Transportation**

Resident Engineer's Diary

Airport: _____ Date: _____

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

Temperature _____ °F Wind: _____ Weather Conditions: _____

Status: Active Suspended Jobsite Conditions: Workable Non-workable

Controlling Item: _____

Workforce

Consultant (# of people, hours): _____

Contractor (# of people, equipment, hours):

Daily Work

Pay items / General Location:

Instructions to Contractor / Unusual Events:

Verbal Approvals (official & item): _____

Additional Work (change order, etc.): _____

Official Visitors: _____

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

Other:

Calendar Days: _____ Awarded
_____ Charged
_____ Remaining

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

Submitted _____ Firm: _____ Date: _____

ATTACHMENT G

COST PLUS FIXED PAYMENT INVOICE (Standard Format)

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

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

Attn: _____, Section Chief

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

Services (Check only those services pertaining to invoice):

- | | |
|--|--|
| <input type="checkbox"/> Preliminary Assessment and Schematic Design Phase | <input type="checkbox"/> Planning and Special Services |
| <input type="checkbox"/> Design Phase | <input type="checkbox"/> Other () |
| <input type="checkbox"/> Construction Phase | <input type="checkbox"/> Amendment(s) |

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

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

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

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

By: _____
Printed Name and Title

Department Approval
By: _____
Printed Name and Title

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

ATTACHMENT H

LUMP SUM INVOICE (Standard Format)

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

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

Attn: _____, Section Chief

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

Services (Check only those services pertaining to invoice):

- | | |
|--|--|
| <input type="checkbox"/> Preliminary Assessment and Schematic Design Phase | <input type="checkbox"/> Planning and Special Services |
| <input type="checkbox"/> Design Phase | <input type="checkbox"/> Other () |
| <input type="checkbox"/> Construction Phase | <input type="checkbox"/> Amendment(s) |

Service Dates:

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

- (1) Lump Sum (LS) Fee (or Maximum Payable per Engineering Agreement) \$ _____
- (2) Percent of Work Complete: _____ %
- (3) Fee Earned to Date: (LS \$ _____ x _____ % Complete) \$ _____
- (4) Less Total Amount(s) Previously Invoiced \$ _____
- (5) PAYMENT DUE THIS INVOICE \$ _____

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

By: _____
Printed Name and Title

Department Approval

By: _____
Printed Name and Title

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

ATTACHMENT I

EFFORT DETAIL BREAKDOWN (Standard Format)

Page ____ of ____ Pages

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

Invoice No. _____
 Date: _____

ENGINEERING COSTS BREAKDOWN

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

Total _____

ENGINEERING FIRM

Name _____
 Address _____

Prepared By _____
 Date _____

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

ATTACHMENT J

TESTING SCHEDULE

Testing Schedule - Design phases of the project.

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

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

ATTACHMENT L (NOT USED)

SUMMARY OF PAYROLL BURDEN AND FIXED COSTS

ATTACHMENT M (Required)

SUMMARY OF OVERHEAD AND INDIRECT COSTS

**CRAWFORD, MURPHY & TILLY, INC.
SUMMARY OF INDIRECT OVERHEAD COST
AUDITED CALENDAR YEAR 2024
AND PROVISIONAL 2024/2025**

CMT ACCOUNT NUMBER	ACCOUNT NAME	% OF DIRECT LABOR COSTS	
<u>PAYROLL BURDEN AND FRINGE BENEFITS</u>			
6151	FICA Tax	12.52%	
6102, 6103, 6170	Paid Time Off (Vacation, Holidays and Sick Leave)	17.16%	
6154, 6156, 6158	Group Medical, Life, Workers Comp, Disability and Unemployment Insurance	10.47%	
6159, 6160	Employee Retirement Plan Contributions	10.86%	<u>51.01%</u>
<u>GENERAL & ADMINISTRATIVE OVERHEAD EXPENSE</u>			
6104-6120	Indirect Salaries - Not Allocable to Projects	71.92%	
6222, 6224	Miscellaneous Taxes	1.07%	
6231	Professional Fees	3.11%	
6251	Rent	7.91%	
6252	Utilities	0.49%	
6271	Telephone & Data	1.48%	
6253-6255	Maintenance, Repairs & Supplies	1.31%	
6261-6265	Office Supplies, Shipping & Reproduction	0.55%	
6281, 6284	Seminars, Registration & Education	2.46%	
6291,92,95,6321-23, 6331, 6332	Travel & Vehicle Expense	3.76%	
6351,52,61,62,69	Business Insurance	2.81%	
6366, 6367, 6368	Equipment Expense, Repairs & Maintenance	0.91%	
6371,6372,6381,6382	Computer Expense & Supplies	12.56%	
6401+COFC	Maps, Reference Books, Engineering & Survey Supplies	0.53%	
	Depreciation & Cost of Facilities Capital (0.56%)	3.27%	<u>114.14%</u>
TOTAL OVERHEAD			<u><u>165.15%</u></u>

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

ATTACHMENT N

PROJECT CERTIFICATION

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

Project Description: _____

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

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

Date _____ By: _____
Design Engineer (Consultant)

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

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

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

ATTACHMENT O

DBE FINAL DOCUMENTATION



Prime Consultant

Name _____

Address _____

Telephone _____

Subject

Airport _____

Illinois Project No. _____

Federal Project No. _____

DBE Subconsultant

Name _____

Address _____

Telephone _____

Contract Amounts

Consultant Contract Amount _____

DBE Contract Amount _____

DBE Participation (%) _____

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

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

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

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

Prime Consultant

DBE Subconsultant

Print Name

Print Name

Title

Title

Signature

Signature

Date

Date

ATTACHMENT P

PROJECT SKETCH – N/A

ATTACHMENT Q

PROJECT LETTING SCHEDULE – N/A

ATTACHMENT R

OP&P PROGRAM LETTER

Aurora Municipal Airport
February 19, 2026
Page 2

The project detailed herein was selected for your airport from project requests submitted to Aeronautics after holding Transportation Improvement Program (TIP) meetings. AIP projects were selected based on the FAA's National Priority System, as well as other state and local priorities. Infrastructure Investment & Jobs Act (IIJA) projects are selected based upon airport Sponsor requests, eligibility, and available funds. IDOT programmed the following project for your airport to be included in the Fiscal Year (FY) 2026 Proposed AIP:

The project "Update Airport Layout Plan with Narrative Report (Airfield Geometry Study)" will be funded as follows:

Federal State Apportionment FY25	\$380,380
State Match	\$10,010
Local Match	\$10,010
<hr/> Total Project Cost	<hr/> \$400,400

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

If additional funds are deemed necessary post award, an amendment to the Grant Agreement must be developed and approved by the GRANTOR before any additional funding may be allocated.

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

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

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

ATTACHMENT S

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



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 21, 2025

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

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

Dear Roger Driskell,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2024. Your firm's total annual transportation fee capacity will be \$105,600,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 165.15% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Bureau of Investigations and Compliance in a pre-award audit. Pursuant to 23 CFR 172.11(d), we are providing notification that we will post your company's indirect cost rate to the Federal Highway Administration's Audit Exchange where it may be viewed by auditors from other State Highway Agencies.

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

Your firm is prequalified until December 31, 2025. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

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

ATTACHMENT I

CONSULTANT'S PRELIMINARY ESTIMATE OF PROBABLE CONSTRUCTION COSTS – N/A

ATTACHMENT U

**RETAINER AGREEMENT
(see project no. 10)**

AGREEMENT FOR ENGINEERING SERVICES

THIS AGREEMENT made at Aurora, Illinois, this 4th day of April in the year 2023 by and between the **City of Aurora** (hereinafter referred to as the "Owner"), as Party of the First Part, and **Crawford, Murphy & Tilly, Inc.** (hereinafter referred to as the "Engineer"), as Party of the Second Part.

WITNESSETH:

WHEREAS, the Owner intends to sponsor the accomplishment of a development program in stages of the public air navigation facilities known as the **Aurora Municipal Airport** located in Latitude 41° 46.26'N, Longitude 88° 28.37' W, in **Kane County**, State of Illinois; and

WHEREAS, the development program shall include projects described as:

1. Acquire Snow Removal Equipment (SRE)
2. Rehabilitate Airfield Lighting Vault
3. NE Quad. Entrance Road and Parking Lot Phase 2 Area 2
4. Replace Airfield Signage, Windcones, Beacon. RWY 15 and RWY 27 REILs
5. Rehabilitate TXY A Connectors to East T-Hangars
6. Rehabilitate Snow Removal Equipment Building
7. Improve Runway Safety Area RWY 33 End Preliminary Phase
8. Rehabilitate Airfield Lighting RWY 9/27
9. Improve Runway Safety Area RWY 33 End
10. Airport Master Plan
11. Rehabilitate Apron Pavement Phase 1
12. Reconstruct and Widen RWY 9/27 Connectors
13. Airport Perimeter Road from Area 1 to Area 5
14. Rehabilitate Apron Pavement Phase 2
15. SW Quad. Apron and Taxiway Phase 1 (Area5)
16. SW Quad. Entrance Road and Parking Lot Phase 1 (Area 5)
17. Site work for Airport Maintenance and Snow Removal Equipment
18. Construct new Snow Removal Equipment Building
19. Consultation of FAA requirements regarding airport development issues and grant assurances
20. Preparation of pre-applications/applications and Transportation Improvement Program (TIP) sheets

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

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

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