

# TRANSPORTATION BULLETIN



Illinois Department of Transportation

## ADDENDUM NO. 1

Dated: June 3, 2008

For: Transportation Bulletin

Letting Date: June 13, 2008

Volume 11 No. 19r Dated: May 9, 2008 REV: May 15, 2008

Item No. 2A – Widen Runway 18-36 to 75', Overlay with Poursous  
Friction Course and Install Wind Cones

Sparta Community Airport-Hunter Field

Sparta, Illinois

Randolph County

IL Project No.: SAR-3652

AIP Project No.: 3-17-0094-B9

Contract No.: SP022

REASON FOR ADDENDUM:

Plan and spec clarification.

TO ALL PLAN HOLDERS:

REVISE CONTRACT DRAWINGS

DRAWING NO. 02, GENERAL NOTES:

ADD:

"BITUMINOUS PAVMENT REMOVAL SHALL CONSIST OF SAWCUTTING AND REMOVAL OF AN AREA OF 1' IN WIDTH BY 4000' IN LENGTH OF THE EAST SIDE OF RUNWAY 18-36."

REVISE CONTRACT DRAWINGS

DRAWING NO. 03, PHASE 1 NOTES:

DELETE FROM SECOND PARAGRAPH: "EXTENDING THE EXISTING DRAINAGE CONDUIT."

REVISE SPECIAL PROVISIONS

NOTICE TO BIDDERS, p. 24

REMOVE:

"This item of work shall consist of removing variable depths of existing bituminous surface, as shown in the plans and as directed by the Resident Engineer."

ADD:

"This item of work shall consist of removing variable depths of existing bituminous surface, if needed and as directed and approved by the Resident Engineer."

**ITEM 401650 – BITUMINOUS PAVEMENT MILLING**

**Check Sheet #24**

**DESCRIPTION**

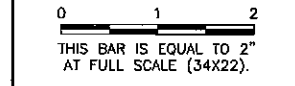
**401-1.1** This item of work shall consist of removing variable depths of existing bituminous surface, if needed and as directed and approved by the Resident Engineer.

**BASIS OF PAYMENT**

**401-5.1** Payment will be made under:

Item AR401650 – Bituminous Pavement Milling – per square yard.

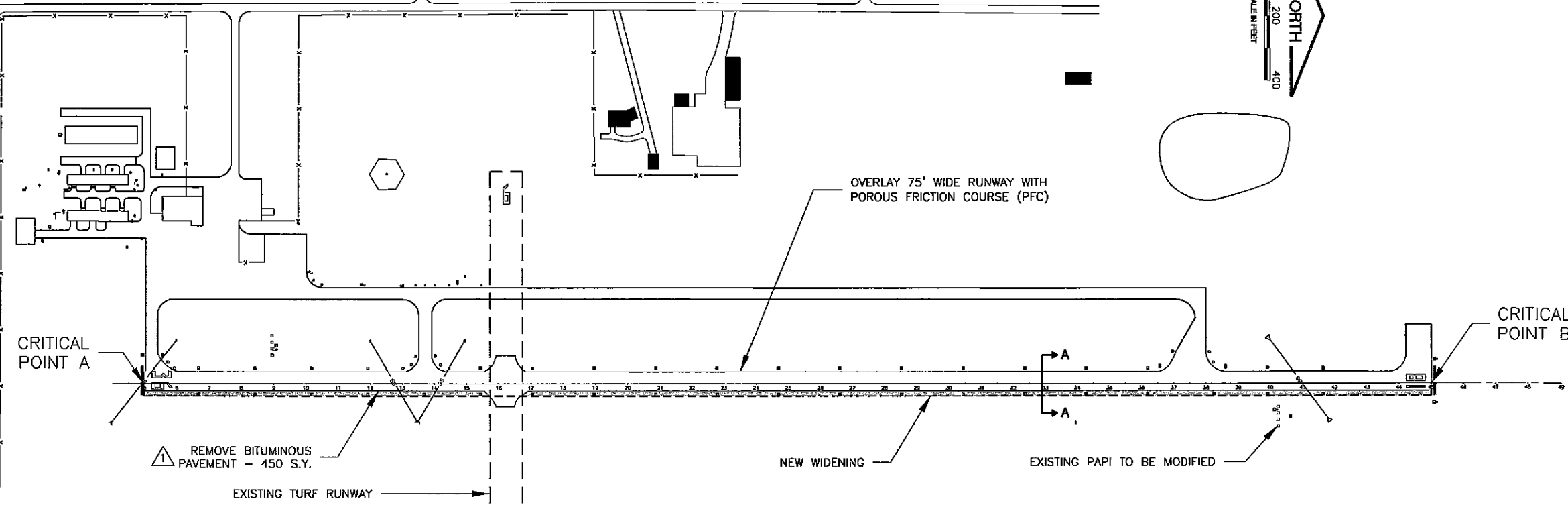
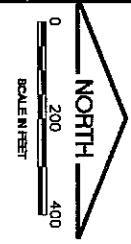
REVISIONS		
NUMBER	BY	DATE
1	KLB	05/29/2008



**SPARTA COMMUNITY AIRPORT  
 HUNTER FIELD  
 SPARTA, ILLINOIS**  
  
**WIDEN AND OVERLAY RUNWAY 18/36  
 SITE PLAN  
 &  
 PROPOSED IMPROVEMENTS**

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DESIGN BY:	KLB
DRAWN BY:	CMT
CHECKED BY:	JEF
APPROVED BY:	JEF
DATE:	04/18/2008
JOB No:	0641203
IL PROJ. NO.	SAR-3652
AIP PROJ. NO.	3-17-0094-89
SHEET	02A OF 28 SHEETS



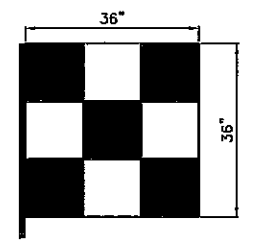
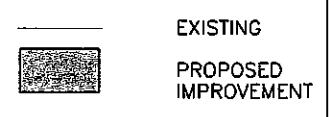
CRITICAL POINTS			
POINT	LATITUDE	LONGITUDE	ELEVATION
A	38° 08' 39.87"	89° 41' 58.22"	521.76'
B	38° 09' 19.43"	89° 41' 58.01"	536.57'

**GENERAL NOTES**

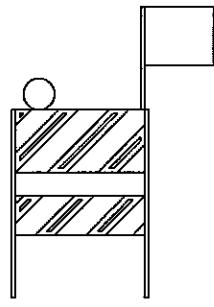
- MEN, VEHICLES AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE FOLLOWING AREAS, EXCEPT WHEN UNDER THE CONTROL OF A FLAGMAN IN RADIO CONTACT WITH AIR AND GROUND TRAFFIC AT ALL TIMES:
  - 200' FROM THE CENTERLINE OF 9/27 WHEN ACTIVE.
  - 40' FROM THE CENTER OF AN ACTIVE TAXIWAY.
 THE CONTRACTOR SHALL PROVIDE THE FLAGMAN AND RADIO EQUIPMENT AT NO EXTRA COST TO THE CONTRACT.
- ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING RUNWAYS, TAXIWAYS, AND APRONS OPEN TO AIRCRAFT SHALL BE UNDER CONTROL OF A FLAGMAN IN RADIO CONTACT WITH FAA AIR TRAFFIC CONTROL TOWER PERSONNEL AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS.
- WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN.
- BROKEN CONCRETE, BITUMINOUS MATERIALS, AND MISCELLANEOUS WASTE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.
- ALL PAVEMENTS, DRIVES, OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT.
- THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER, THE AIRPORT AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
- CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
  - THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AS SHOWN IN THE CONSTRUCTION ACTIVITY PLAN.
  - THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR THIS PADLOCK TO THE RESIDENT ENGINEER AND THE AIRPORT. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE RESIDENT ENGINEER.
  - THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T..
  - DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
  - THE CONTRACTOR WILL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.
  - ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
  - THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS TO VIOLATE AIRSPACE SURFACES, OR RUNWAY AND TAXIWAY OBJECT FREE OR SAFETY AREAS.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.

▲ BITUMINOUS PAVEMENT REMOVAL SHALL CONSIST OF SAWCUTTING AND REMOVAL OF AN AREA OF 1' IN WIDTH BY 4000' IN LENGTH OF THE EAST SIDE OF RUNWAY 18/36.

**LEGEND**



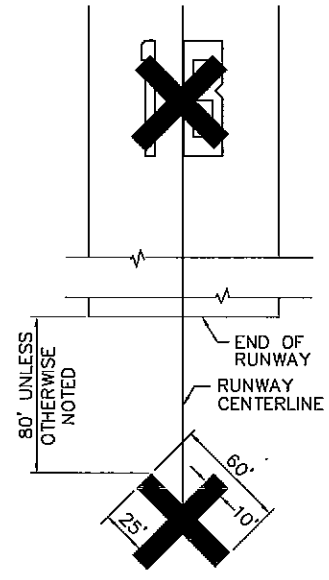
**TRUCK SIGNAL FLAG**  
 ORANGE / WHITE  
 N.T.S.



**STEADY BURN BARRICADE NOTES:**

- STEADY BURN TO BE BATTERY OPERATED OMNI DIRECTIONAL LENS TO BE RED.
- SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
- NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- PLACE AT 15' INTERVALS.
- ONE 20" x 20" ORANGE FLAG TO BE INSTALLED ON EACH BARRICADE AND SECURELY FASTENED.

**FLASHER BARRICADE DETAIL**  
 N.T.S.

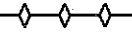









**NOTES**

- MARKERS SHALL BE SOLID YELLOW.
- MARKERS SHALL BE PAINTED BURLAP, PLYWOOD, PLASTIC, OR OTHER APPROVED MATERIAL.
- CONTRACTOR SHALL MAINTAIN MARKERS.
- COST OF FURNISHING, INSTALLING, MAINTAINING, RELOCATING, AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
- MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS. HOWEVER, WHEN WORK IS NECESSARY FOR THAT AREA, THE MARKERS SHALL BE RELOCATED OFF THE PAVEMENT AS SHOWN ON THE DETAIL.

**CLOSED RUNWAY MARKER DETAIL**  
 N.T.S.

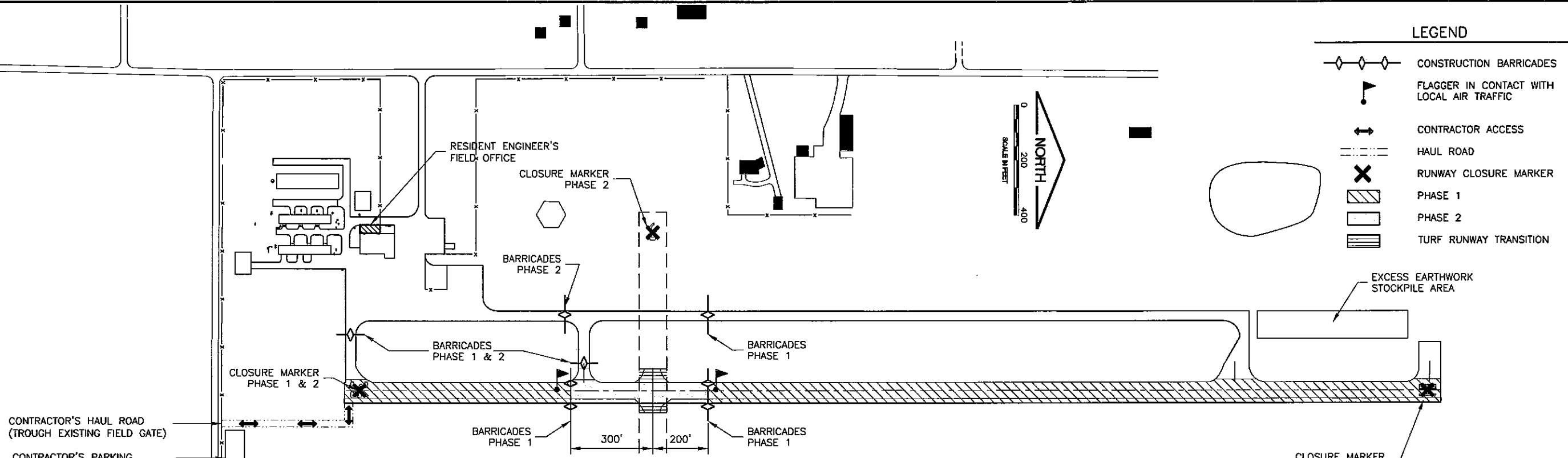
**LEGEND**

-  CONSTRUCTION BARRICADES
-  FLAGGER IN CONTACT WITH LOCAL AIR TRAFFIC
-  CONTRACTOR ACCESS
-  HAUL ROAD
-  RUNWAY CLOSURE MARKER
-  PHASE 1
-  PHASE 2
-  TURF RUNWAY TRANSITION

**REVISIONS**

NUMBER	BY	DATE
1	KLB	05/29/2008

0 1 2  
 THIS BAR IS EQUAL TO 2' AT FULL SCALE (34x22).



**NOTES:**

PRIOR TO INITIATING CONSTRUCTION:

1. WORK ON THIS PROJECT WILL SEVERELY LIMIT OPERATIONS AT THE AIRPORT. PRIOR TO STARTING WORK THE CONTRACTOR SHALL HAVE ON HAND ALL MATERIALS NECESSARY TO COMPLETE ALL WORK LOCATED WITHIN 200' OF THE RUNWAY(S) CENTERLINES.
2. PHASE 1 MAY BE INITIATED BY THE CONTRACTOR WITH THE APPROVAL OF THE AIRPORT MANAGER. PHASE 1 SHALL NOT BEGIN BEFORE SEPTEMBER 1, 2008. PHASE 1 CONSISTS OF ALL WORK NOT WITHIN 200' OF THE RUNWAY 9/27 CENTERLINE. PHASE 2 IS THE WORK THAT REQUIRES BOTH RUNWAYS TO BE SHUT DOWN. THE CONTRACTOR SHALL EXPEDITE ALL WORK WITHIN THE PHASE 2 WORK AREA TO MINIMIZE THE CLOSURE TIME OF THE TURF RUNWAY. PHASE 2 WILL BE SCHEDULED BY THE CONTRACTOR (APPROVED BY THE AIRPORT MANAGER) DURING THE PHASE 1 CONSTRUCTION.

PHASE 1 NOTES:

1. THIS WORK SHALL CONSIST OF ALL WORK ON THE PROJECT NOT WITHIN 200' EITHER SIDE OF THE RUNWAY 9/27 CENTERLINE. DURING THIS PHASE, RUNWAY 18/36 WILL BE CLOSED WITH CLOSURE MARKERS AS REQUIRED BY THE FAA AND AS DETAILED. THE EXISTING VISUAL NAVAIDS SHALL BE DISCONNECTED IN THE VAULT. THE CONTRACTOR SHALL COORDINATE THE CLOSURE OF THE RUNWAY WITH THE AIRPORT 2 WEEKS IN ADVANCE TO ALLOW FOR THE RELOCATION OF BASED AIRCRAFT.
2. WORK IN THIS PHASE INCLUDES CORING OUT FOR THE PROPOSED WIDENING, ~~EXTENDING THE EXISTING DRAINAGE CONDUIT,~~ CONSTRUCTING EMBANKMENT, CONSTRUCTING THE AGGREGATE SUBBASE, CONSTRUCTING THE AGGREGATE BASE AND CONSTRUCTING NEW FOUNDATIONS FOR THE BASE MOUNTED EDGE LIGHTS AND VISUAL NAVAIDS.
3. THIS WORK WILL REQUIRE THAT THE CONTRACTOR CROSS RUNWAY 9/27. THE CONTRACTOR SHALL BARRICADE BOTH SIDES OF THE RUNWAY AND PROVIDE A FLAGPERSON ON BOTH SIDES OF THE RUNWAY IN CONTACT WITH LOCAL AIR TRAFFIC TO CONTROL THE CROSSING OF VEHICLES. VEHICLES WILL BE REQUIRED TO STOP ON BOTH SIDES OF THE RUNWAY, VISUALLY CHECK THE APPROACH IN BOTH DIRECTIONS AND RECEIVE APPROVAL FROM THE FLAGPERSON BEFORE PROCEEDING ACROSS THE RUNWAY.
4. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN THE OPEN RUNWAY AT THE CROSSING POINT.
5. VEHICLES SHALL OPERATE ON THE RUNWAY. THE CONTRACTOR SHALL VISUALLY INSPECT THE RUNWAY CONTINUOUSLY DURING HAULING OPERATIONS TO VERIFY THAT TRAFFIC IS NOT DAMAGING THE EXISTING PAVEMENT.
6. UPON COMPLETION OF THESE ITEMS OUTSIDE OF THE RUNWAY 9/27 AREA, THE CONTRACTOR WILL INITIATE PHASE 2.

PHASE 2 NOTES:

1. THIS WORK SHALL CONSIST OF THE CONSTRUCTION OF THE SUBGRADE, AGGREGATE SUBBASE, AGGREGATE BASE, BITUMINOUS SURFACE ON THE WIDENING; AND LEVELING COURSE AND THE POROUS FRICTION COURSE ON THE RUNWAY. THE COMPLETION OF THE LIGHTING WITHIN 200' OF THE RUNWAY 9/27 CENTERLINE AND THE INITIAL MARKING OF THE RUNWAY SHALL ALSO BE COMPLETED DURING THIS PHASE. UPON COMPLETION OF PHASE 2 THE TURF RUNWAY SHALL BE REOPENED. THE ONLY CLOSURE OF THE TURF RUNWAY FOLLOWING THE END OF PHASE 2 SHALL BE FOR THE FINAL APPLICATION OF THE PAVEMENT MARKING.
2. THE CONTRACTOR SHALL BE GIVEN 12 CONSECUTIVE CALENDAR DAYS, STARTING ON A MONDAY SELECTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT MANAGER TO COMPLETE THE WORK IN PHASE 2. THE CONTRACTOR WILL BE ALLOWED TO COMPLETE THE BITUMINOUS LEVELING COURSE AND BITUMINOUS WIDENING OUTSIDE OF THE PHASE 2 AREA IF HE REQUESTS TO REDUCE THE AMOUNT OF WORK IN THE PHASE 2 AREA.
3. LIQUIDATED DAMAGES OF \$500 PER DAY WILL BE CHARGED FOR ANY DAYS BEYOND THE SPECIFIED AMOUNT THAT THE TURF RUNWAY REMAINS CLOSED.
4. THE CONTRACTOR MAY CONTINUE TO WORK IN THE PHASE 1 AREA FOLLOWING THE RE-OPENING OF THE TURF RUNWAY AS SPECIFIED IN THE OVERALL CONTRACT TIME.

**CONSTRUCTION ACTIVITY PLAN NOTES:**

1. THE CONTRACTOR SHALL PLACE ALL BARRICADES AND DEACTIVATE PAPI SYSTEMS AS SHOWN PRIOR TO STARTING WORK.
2. THE CONTRACTOR SHALL CONTINUOUSLY MAINTAIN CONTROL OF DUST IN THIS AREA DURING HAULING OPERATIONS.
3. THE CONTRACTOR SHALL SEQUENCE HIS/ HER CONSTRUCTION OPERATIONS SO AS TO MINIMIZE DISRUPTIONS TO THE AIRCRAFT OPERATIONS.
4. THE CONTRACTOR'S FLAGGER SHALL BE IN CONSTANT RADIO CONTACT WITH LOCAL AIR TRAFFIC ANY TIME CONSTRUCTION TRAFFIC IS CROSSING OR OPERATING WITHIN 200' OF THE RUNWAY CENTERLINE. THE CONTRACTOR SHALL PROVIDE RADIOS CAPABLE OF OPERATING ON THE NECESSARY FREQUENCY.
5. WHEN WORK IS TAKING PLACE WITHIN 200' OF THE RUNWAY 9/27 CENTERLINE (PHASE 2) THE RUNWAY AND AIRPORT SHALL BE CLOSED.
6. THE CONTRACTOR SHALL PROVIDE LIGHTS AND FLAGGING ON ALL EQUIPMENT IN CONFORMANCE WITH THE FAA ADVISORY CIRCULAR 150/5210-5B AND 5370-2E (LATEST).
7. THE CONTRACTOR SHALL PROVIDE LIGHTED BARRICADES AT ALL CLOSURE LOCATIONS OR EDGE DROP-OFFS GREATER THAN 3 INCHES, ADJACENT TO THE PAVEMENTS THAT ARE OPEN TO AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE BARRICADES IN AN OPERABLE CONDITION FOR THE DURATION OF THE PROJECT.
8. BARRICADES SHALL BE PLACED ON 15' CENTERS AND SHALL BE PLACED 40' FROM ACTIVE TAXIWAY CENTERLINES AND 200' FROM ACTIVE RUNWAY CENTERLINES.
9. THE CONTRACTOR SHALL NOT HAVE ACCESS TO ANY PART OF THE AIRPORT OTHER THAN THE AREAS THAT ARE INDICATED ON THE CONSTRUCTION ACTIVITY PLAN WITHOUT THE APPROVAL OF THE AIRPORT MANAGER.

**SPARTA COMMUNITY AIRPORT  
 HUNTER FIELD  
 SPARTA, ILLINOIS**  
  
**WIDEN AND OVERLAY RUNWAY 18/36  
 CONSTRUCTION ACTIVITY PLAN**

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DESIGN BY:	KLB
DRAWN BY:	CMT
CHECKED BY:	JEF
APPROVED BY:	JEF
DATE:	04/18/2008
JOB No:	0641203
IL PROJ. NO. SAR-3652	
AIP PROJ. NO. 3-17-0094-89	
SHEET 03A OF 28 SHEETS	