Illinois Department of Transportation
Office of Intermodal Project Implementation / Division of Aeronautics
1 Langhorne Bond Drive / Springfield, Illinois 62707-8415

January 14, 2020

SUBJECT: University of Illinois - Willard Airport
Savoy, Illinois
Champaign County
Illinois Project Number: CMI-4606
Contract No. UN058
Item No. 02A, January 17, 2020 Letting
Addendum C

NOTICE TO PROSPECTIVE BIDDERS

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

Reason(s) for Addendum:

Clarify that all excess excavation shall be hauled off airport property. (152-2.2)

Revise specification 152-2.11 to allow max particle size to be 12" and clarify pay item is paid for by the square yard and embankment for platform is incidental to the AR152550 pay item.

Clarify the VMA for P-401 JMF

Provide clarity on the topsoil requirement – Update to Specification 905-3.1 and Sheet CP301.

Contractor's Request for additional Cross Section – Sheet CS702A added.

Clarity on the use of the Crushed Conc. Const. Platform

To All Plan Holders:

Specification 152-2.2:

1. Revise last sentence of first paragraph to read: All excess and unsuitable material shall be disposed of off Airport property.

Specification 152-2.11:

1. Revise second sentence to read - …max particle size of 12".
2. Add sentence to the end of the paragraph – Excavation required to construct the concrete platform shall be hauled off site and be incidental to this pay item.

Specification 152-3.5:

1. Add section 152-3.5 – Crushed Concrete Platform shall be paid for on the basis of the number of square yards of material measured in the final constructed location.

Specification 401-3.2 Job Mix Formula Table 3:

1. Revise Table 3 title: Table 3. Aggregate – HMA Pavements – Gradation 2

Specification 905-3.4:

1. Revise text: …to a uniform depth of 6 inches (150 mm) …

Sheet CP101:

1. Revise last sentence of note 1 to read: It is anticipated that the full pavement area shall require a working platform.

Sheet CS702A:

1. Add cross section at station 15+00 for clarity.

Sheet CP301:

1. Add topsoil stripping detail for clarity.

Prime contractors must utilize the enclosed material when preparing their bid and must include any Schedule of Prices changes in their bid.

Questions on this addendum may be directed to Chris Groth, P.E. of Crawford, Murphy and Tilly, Inc. at 217-787-8050.

completed and maintained at least 1,000 feet (300 m) ahead of the paving operations or as directed by the Engineer.

All loose or protruding rocks on the back slopes of cuts shall be pried loose or otherwise removed to the slope finished grade line. All cut-and-fill slopes shall be uniformly dressed to the slope, cross-section, and alignment shown on the plans or as directed by the Engineer.

Blasting shall not be allowed.

f. Proof rolling. After compaction is completed, the subgrade area shall be proof rolled with a Tandem axle Dual Wheel Dump Truck loaded to the legal limit with tires inflated to 80/100/150 psi (0.551 MPa/0.689 MPa/1.034 MPa)

in the presence of the Engineer. Apply a minimum coverage, or as specified by the Engineer, to all paved areas. A coverage is defined as the application of one tire print over the designated area. Soft areas of subgrade that deflect more than 1 inch (25 mm) or show permanent deformation greater than 1 inch (25 mm) shall be removed and replaced with suitable material or reworked to conform to the moisture content and compaction requirements in accordance with these specifications.

152-2.3 Borrow excavation. Borrow areas within the airport property are indicated on the plans. Borrow excavation shall be made only at these designated locations and within the horizontal and vertical limits as staked or as directed by the Engineer.

When borrow sources are outside the boundaries of the airport property, it shall be the Contractor's responsibility to locate and obtain the borrow sources, subject to the approval of the Engineer. The Contractor shall notify the Engineer at least 15 days prior to beginning the excavation so necessary measurements and tests can be made. All borrow pits shall be opened up to expose the various strata of acceptable material to allow obtaining a uniform product. All unsuitable material shall be disposed of by the Contractor. Borrow pits shall be excavated to regular lines to permit accurate measurements, and they shall be drained and left in a neat, presentable condition with all slopes dressed uniformly.

152-2.4 Drainage excavation. Drainage excavation shall consist of excavating for drainage ditches such as intercepting; inlet or outlet ditches; for temporary levee construction; or for any other type as designed or as shown on the plans. The work shall be performed in sequence with the other construction. Intercepting ditches shall be constructed prior to starting adjacent excavation operations. All satisfactory material shall be placed in embankment fills; unsuitable material shall be placed in designated waste areas or as directed by the Engineer. All necessary work shall be performed true to final line, elevation, and cross-section. The Contractor shall maintain ditches constructed on the project to the required cross-section and shall keep them free of debris or obstructions until the project is accepted.

152-2.5 Preparation of embankment area. Where an embankment is to be constructed to a height of 4 feet (1.2 m) or less, all sod and vegetative matter shall be removed from the surface upon which the embankment is to be placed. The cleared surface shall be broken up by plowing or scarifying to a minimum depth of 6 inches (150 mm) and shall then be compacted as indicated in paragraph 152-2.6. When the height of fill is greater than 4 feet (1.2 m), sod not required to be removed shall be thoroughly disked and recompacted to the density of the surrounding ground before construction of embankment.

Sloped surfaces steeper than one (1) vertical to four (4) horizontal shall be plowed, stepped, benched, or broken up so that the fill material will bond with the existing material. When the subgrade is part fill and part excavation or natural ground, the excavated or natural ground portion shall be scarified to a depth of 12 inches (300 mm) and compacted as specified for the adjacent fill.

No direct payment shall be made for the work performed under this section. The necessary clearing and grubbing and the quantity of excavation removed will be paid for under the respective items of work.

152-2.11 Crushed Concrete. Crushed concrete shall be placed in lifts no greater than 12" in thickness to construct a working platform. Crushing process for the in place concrete shall be accomplished with equipment approved by the RPR. Crushing process shall be done in place and result in a material with max particle size of 12". Material not used in the construction of the working platform shall be hauled off site per pay item AR501900 remove concrete pavement. Excavation required to construct the concrete platform shall be hauled off site and be incidental to this pay item.

METHOD OF MEASUREMENT

152-3.1 The quantity of excavation to be paid for shall be the number of cubic yards (cubic meters) measured in its original position. Measurement shall not include the quantity of materials excavated without authorization beyond normal slope lines, or the quantity of material used for purposes other than those directed.

152-3.2 Borrow material shall be paid for on the basis of the number of cubic yards (cubic meters) measured in its original position at the borrow pit.

152-3.3 Stockpiled material shall be paid for on the basis of the number of cubic yards (cubic meters) measured in the stockpiled position.

152-3.4 For payment specified by the cubic yard (cubic meter), measurement for all excavation shall be computed by the average end area method. The end area is that bound by the original ground line established by field cross-sections and the final theoretical pay line established by excavation cross-sections shown on the plans, subject to verification by the Engineer. After completion of all excavation operations and prior to the placing of base or subbase material, the final excavation shall be verified by the Engineer by means of field cross-sections taken randomly at intervals not exceeding 500 linear feet (150 m).

152-3.5 Crushed Concrete Construction Platform shall be paid for on the basis of the number of square yards measured in the final constructed location.

BASIS OF PAYMENT

152-4.1 "Unclassified excavation" payment shall be made at the contract unit price per cubic yard (cubic meter). This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

152-4.2 "Crushed Concrete Construction platform" payment shall be made at the contract unit price per square yard. This price shall be full compensation for furnishing all materials, labor, equipment to handle and place material, tools, unclassified excavation required to excavate embankment for platform and haul off of material as needed and other incidentals necessary to complete the item.

Payment will be made under:

Item AR152410 – UNCLASSIFIED EXCAVATION – PER CUBIC YARD

Item AR152550 – CRUSHED CONC. CONST. PLATFORM – 18" – PER SQUARE YARD

Table 2. Minimum Percent Voids In Mineral Aggregate (VMA)

Aggregate (See Table 3)	Minimum VMA
Gradation 3	16%
Gradation 2	15%
Gradation 1	14%

The mineral aggregate shall be of such size that the percentage composition by weight, as determined by laboratory sieves, will conform to the gradation or gradations specified in Table 3 when tested in accordance with ASTM C136 and ASTM C117.

The gradations in Table 3 represent the limits that shall determine the suitability of aggregate for use from the sources of supply; be well graded from coarse to fine and shall not vary from the low limit on one sieve to the high limit on the adjacent sieve, or vice versa.

Table 3. Aggregate - HMA Pavements – Gradation 2

Sieve Size	Percentage by Weight Passing Sieve
1 inch (25 mm)	100
3/4 inch (19 mm)	100
1/2 inch (12 mm)	79-99
3/8 inch (9 mm)	68-88
No. 4 (4.75 mm)	48-68
No. 8 (2.36 mm)	33-53
No. 16 (1.18 mm)	20-40
No. 30 (0.60 mm)	14-30
No. 50 (0.30 mm)	9-21
No. 100 (0.15 mm)	6-16
No. 200 (0.075 mm)	3-6
Asphalt Percent:	
Stone or gravel	5.0-7.5

The aggregate gradations shown are based on aggregates of uniform specific gravity. The percentages passing the various sieves shall be corrected when aggregates of varying specific gravities are used, as indicated in the Asphalt Institute MS-2 Mix Design Manual, 7th Edition.

401-3.3 Reclaimed asphalt pavement (RAP). Reclaimed HMA shall consist of reclaimed asphalt pavement (RAP), coarse aggregate, fine aggregate, mineral filler, and asphalt cement. Recycled asphalt shingles (RAS) shall not be allowed. The RAP shall be of a consistent gradation and asphalt content and properties. When RAP is fed into the plant, the maximum RAP chunk size shall not exceed 1-1/2 inches (38 mm). The reclaimed asphalt pavement mix shall be designed using procedures contained in the Asphalt Institute MS-2 Mix Design Manual, 7th Edition. The percentage of asphalt in the RAP shall be established for the mixture design according to ASTM D2172 using the appropriate dust correction procedure. The JMF shall meet the requirements of paragraph 401-3.2. RAP shall only be used for shoulder surface course mixes and for any intermediate courses. The use of RAP containing Coal Tar

subgrade soil. The surface of the area to be topsoiled shall be cleared of all stones larger than 2 inches (50 mm) in any diameter and all litter or other material which may be detrimental to proper bonding, the rise of capillary moisture, or the proper growth of the desired planting. Limited areas, as shown on the plans, which are too compact to respond to these operations shall receive special scarification.

Grades on the area to be topsoiled, which have been established by others as shown on the plans, shall be maintained in a true and even condition. Where grades have not been established, the areas shall be smooth-graded and the surface left at the prescribed grades in an even and compacted condition to prevent the formation of low places or pockets where water will stand.

905-3.3 Obtaining topsoil. Prior to the stripping of topsoil from designated areas, any vegetation, briars, stumps and large roots, rubbish or stones found on such areas, which may interfere with subsequent operations, shall be removed using methods approved by the Engineer. Heavy sod or other cover, which cannot be incorporated into the topsoil by discing or other means shall be removed.

When suitable topsoil is available on the site, the Contractor shall remove this material from the designated areas and to the depth as directed by the Engineer. The topsoil shall be spread on areas already tilled and smooth-graded, or stockpiled in areas approved by the Engineer. Any topsoil stockpiled by the Contractor shall be rehandled and placed without additional compensation. Any topsoil that has been stockpiled on the site by others, and is required for topsoiling purposes, shall be removed and placed by the Contractor. The sites of all stockpiles and areas adjacent thereto which have been disturbed by the Contractor shall be graded if required and put into a condition acceptable for seeding.

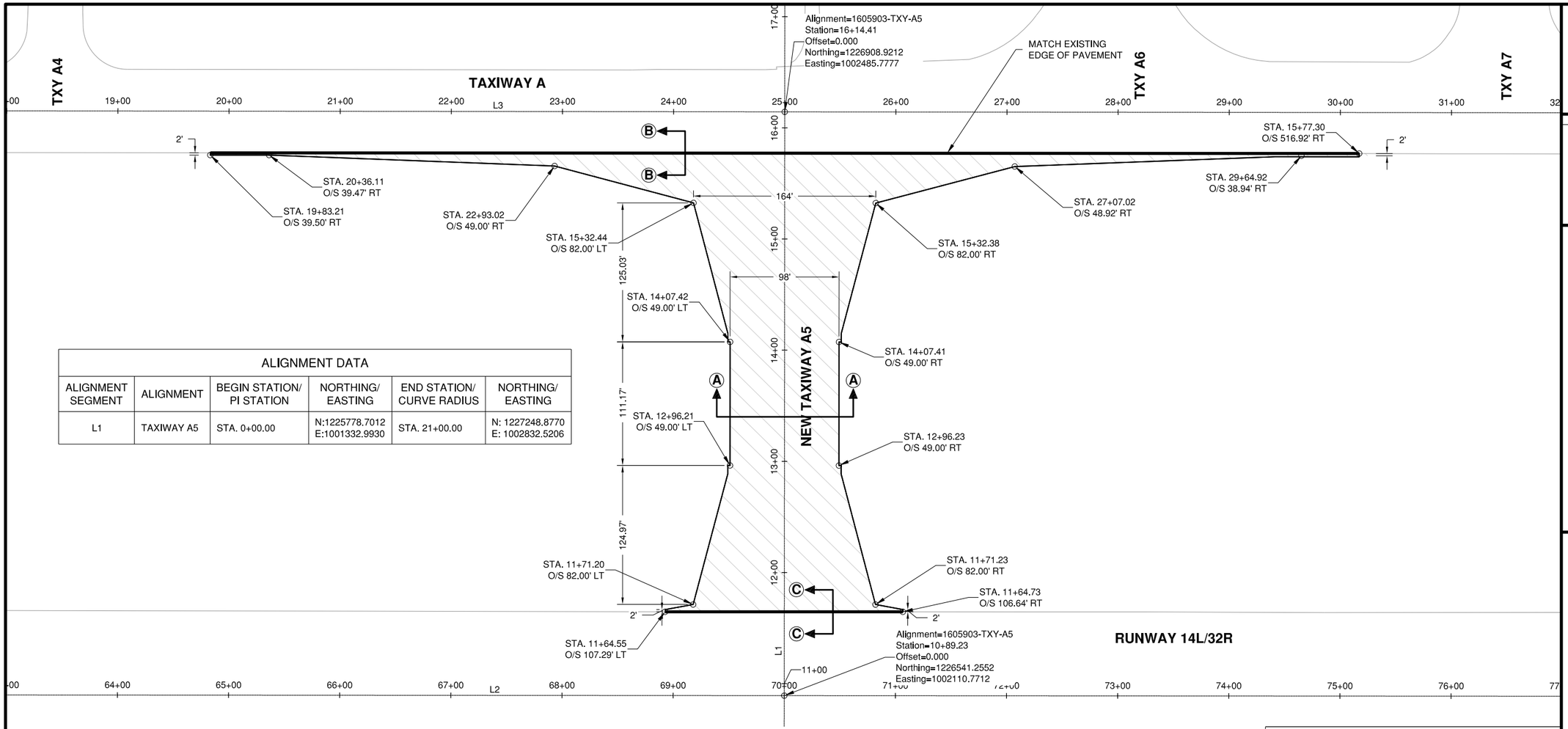
When suitable topsoil is secured off the airport site, the Contractor shall locate and obtain the supply, subject to the approval of the Engineer. The Contractor shall notify the Engineer sufficiently in advance of operations in order that necessary measurements and tests can be made. The Contractor shall remove the topsoil from approved areas and to the depth as directed. The topsoil shall be hauled to the site of the work and placed for spreading, or spread as required. Any topsoil hauled to the site of the work and stockpiled shall be rehandled and placed without additional compensation.

905-3.4 Placing topsoil. The topsoil shall be evenly spread on the prepared areas to a uniform depth of 6 inches (150 mm) after compaction, unless otherwise shown on the plans or stated in the special provisions. Spreading shall not be done when the ground or topsoil is frozen, excessively wet, or otherwise in a condition detrimental to the work. Spreading shall be carried on so that turfing operations can proceed with a minimum of soil preparation or tilling.

After spreading, any large, stiff clods and hard lumps shall be broken with a pulverizer or by other effective means, and all stones or rocks (2 inches (50 mm) or more in diameter), roots, litter, or any foreign matter shall be raked up and disposed of by the Contractor. after spreading is completed, the topsoil shall be satisfactorily compacted by rolling with a cultipacker or by other means approved by the Engineer. The compacted topsoil surface shall conform to the required lines, grades, and cross-sections. Any topsoil or other dirt falling upon pavements as a result of hauling or handling of topsoil shall be promptly removed.

METHOD OF MEASUREMENT

905-4.1 Topsoil obtained on the site shall be measured by the number of cubic yards (cubic meters) of topsoil measured in its original position and stripped or excavated. Topsoil stockpiled by others and removed for topsoiling by the Contractor shall be measured by the number of cubic yards (cubic meters) of topsoil measured in the stockpile. Topsoil shall be measured by volume in cubic yards (cubic meters) computed by the method of end areas.



ALIGNMENT DATA					
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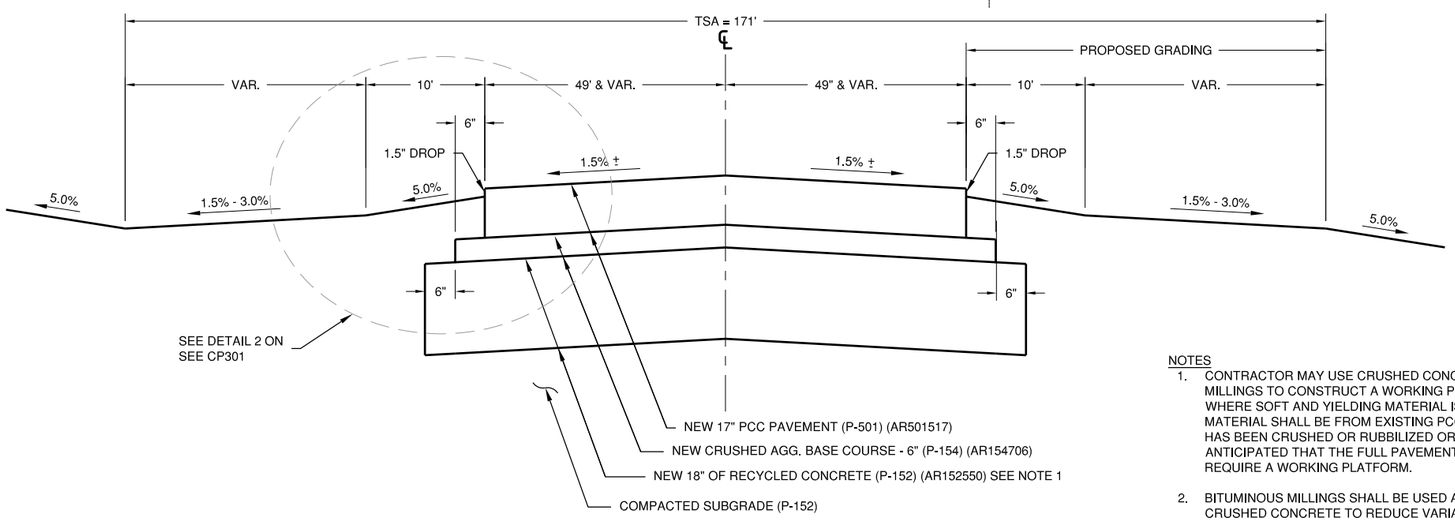


TYPICAL SECTION - NEW TAXIWAY A5

N.T.S.

NOTES

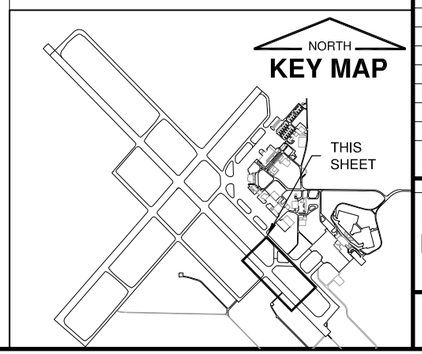
1. CONTRACTOR MAY USE CRUSHED CONCRETE & BITUMINOUS MILLINGS TO CONSTRUCT A WORKING PLATFORM FOR AREAS WHERE SOFT AND YIELDING MATERIAL IS ENCOUNTERED. MATERIAL SHALL BE FROM EXISTING PCC & HMA ON SITE THAT HAS BEEN CRUSHED OR RUBBILIZED OR MILLED IN PLACE. IT IS ANTICIPATED THAT THE FULL PAVEMENT AREA ~~WILL~~ SHALL REQUIRE A WORKING PLATFORM. 3
2. BITUMINOUS MILLINGS SHALL BE USED AS A 2" CAP ON THE CRUSHED CONCRETE TO REDUCE VARIANCES IN THE CRUSHED PCC.

PAVEMENT LEGEND

NEW TAXIWAY PAVEMENT
NEW 17" PCC PAVEMENT (P-501)
NEW 6" CRUSHED AGG. BASE COURSE (P-154)
NEW 12" RUBBLIZED PCC (P-154 OPTIONAL)

TYPICAL SECTION - SEE CP301 FOR PAVEMENT TRANSITION DETAILS

PROPSED HMA REMOVAL & REPLACEMENT- SEE CP301



CMT

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0 50' 100'

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
CBG	1/10/20	ADDENDUM #3

AIP PROJ. NO. 3-17-0016-033
IL. PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-CP101.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG
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SHEET TITLE

PROPOSED IMPROVEMENTS & TYPICAL SECTION

CP101

SHEET 13 OF 39

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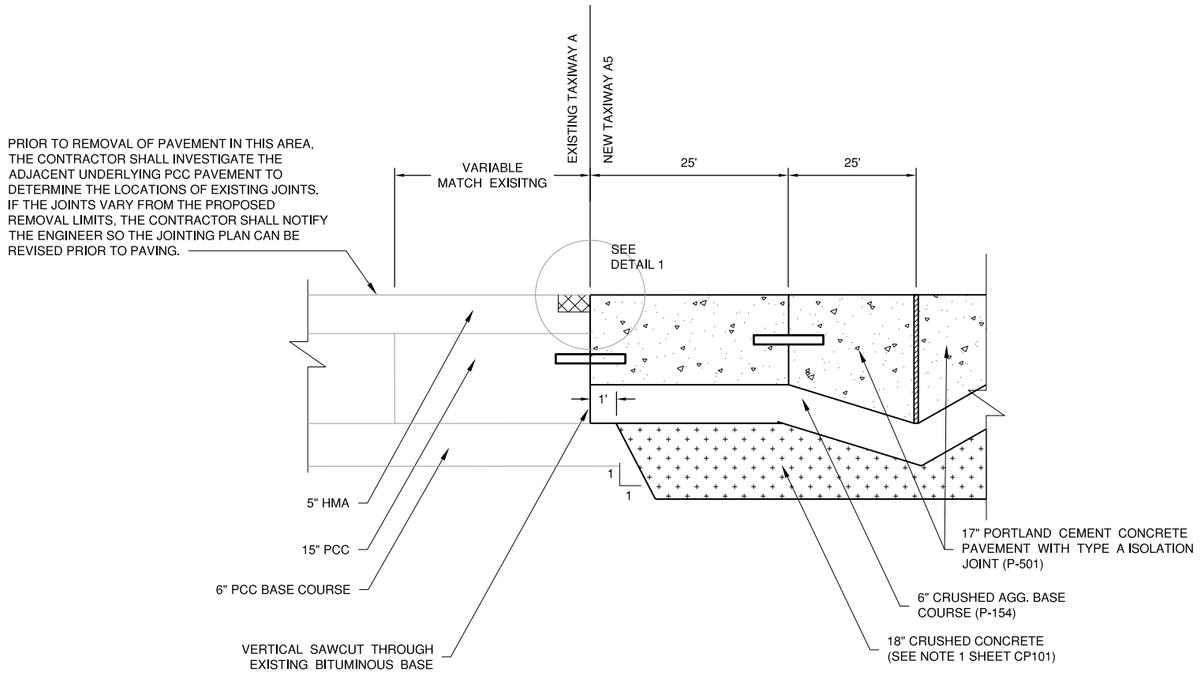
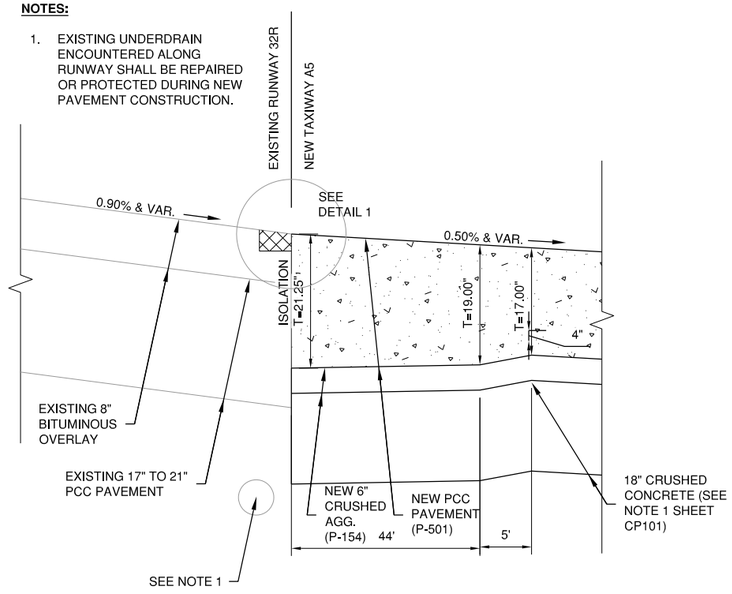


B **PAVEMENT TRANSITION - NEW TXY A5 TO EXISTING TXY A** **B**

N.T.S.

NOTES:

1. EXISTING UNDERDRAIN ENCOUNTERED ALONG RUNWAY SHALL BE REPAIRED OR PROTECTED DURING NEW PAVEMENT CONSTRUCTION.



C **PAVEMENT TRANSITION - NEW TXY A5 TO EXISTING RUNWAY** **C**

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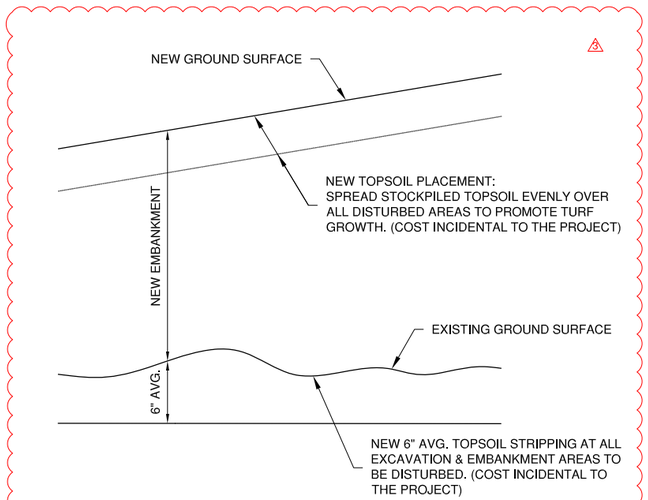

TOPSOIL STRIPPING DETAIL

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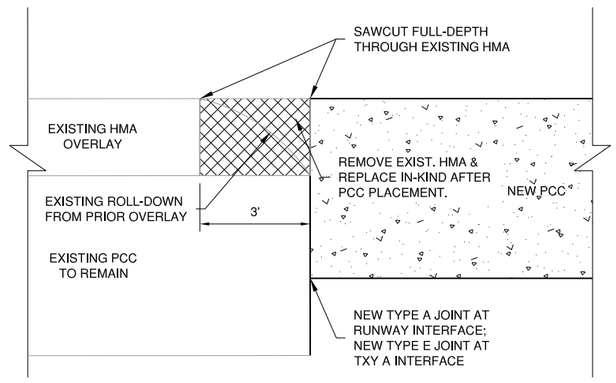
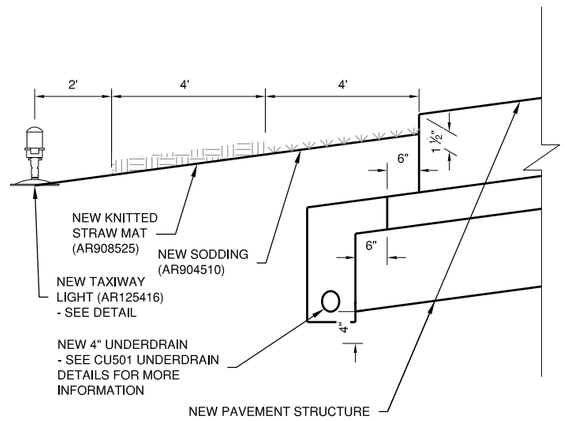


1 **HMA EDGE REMOVAL & REPLACEMENT DETAIL**

N.T.S.



2 **SHOULDER DETAIL-TYPICAL BOTH SIDES**

N.T.S.

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NOVEMBER 15, 2019

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OWNER

CHAMPAIGN URBANA

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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
DPA	1/10/20	ADDED TOPSOIL DETAIL

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IL. PROJ. NO.	CMI-4606
CMT PROJECT NO:	16059-03-00
CAD DWG FILE:	CMI4606-1605903-CP301.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
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SHEET TITLE

PAVEMENT TRANSITION DETAILS

CP301

SHEET 17 OF 39

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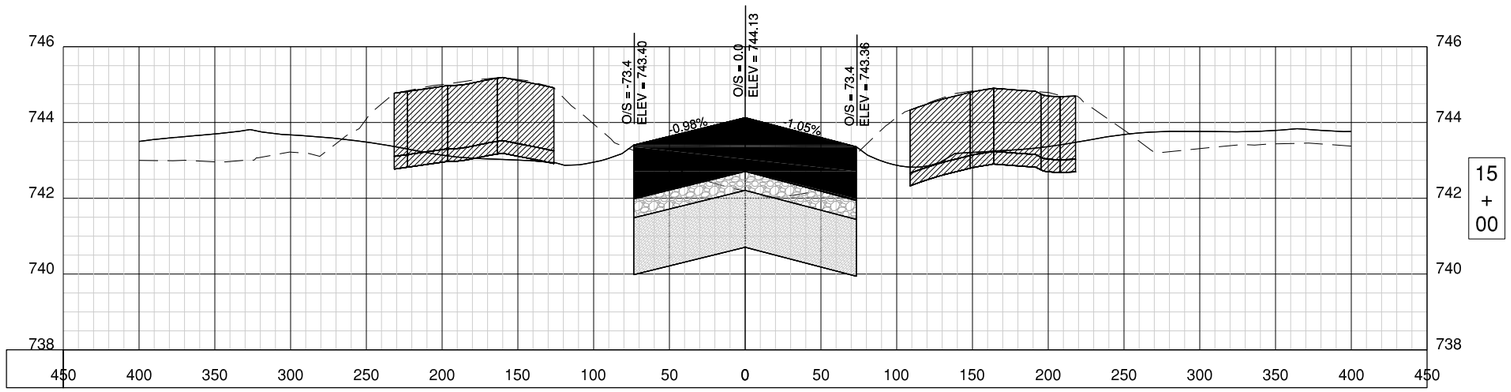

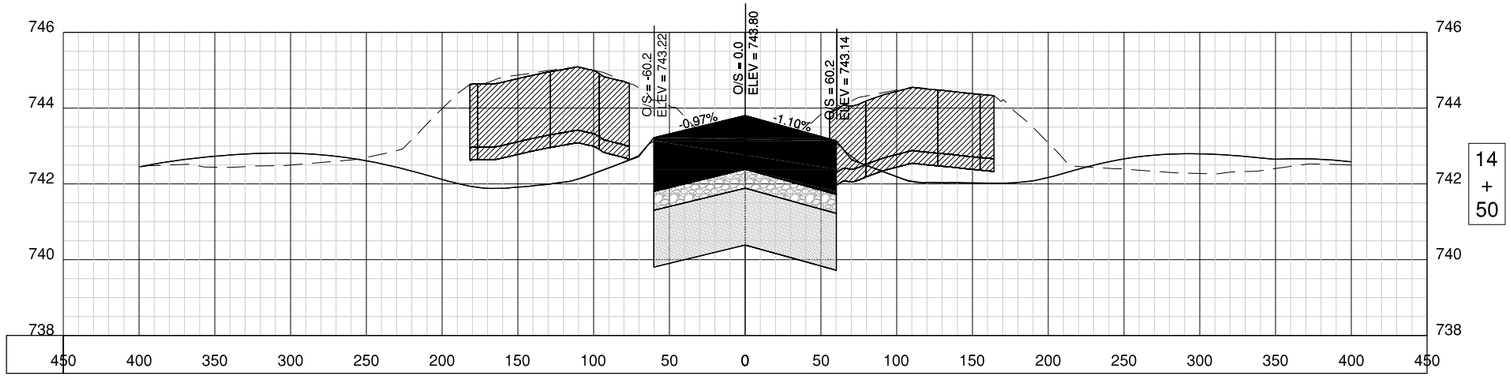

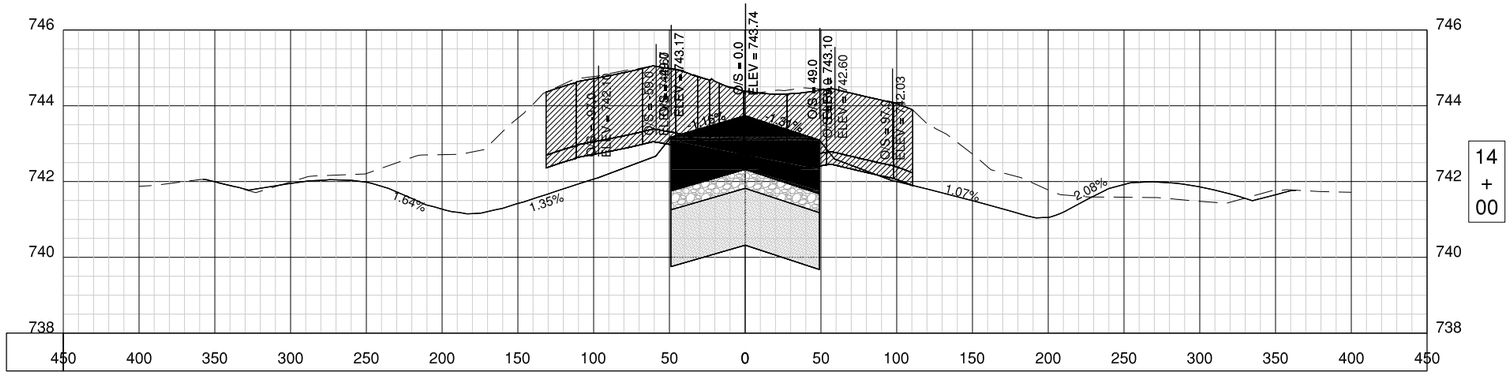

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NOVEMBER 15, 2019

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CROSS SECTIONS 2

CS702A

SHEET 39A OF 39