



Illinois Department of Transportation

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

September 11, 2024

SUBJECT: Chicago Executive Airport
Wheeling/Prospect Heights, Illinois
Cook County
Illinois Project Number: PWK-5128
SBG Project Number: 3-17-SBGP-TBD
Contract No. PA066
Item No. 04A, September 20, 2024 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS

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

Reason for Addendum:

To revise plans, special provisions and schedule of prices.

To All Plan Holders:

Plan Changes:

1. Sheet 2 – Index to Sheets and Summary of Quantities (revised plan sheet not included)
 - a. Additive Alternate No. 1: Summary of Quantities table, Delete Item AS705610 Concrete Headwall for Underdrain – 1 Each and Add Item AS751411 Inlet – Type A – 1 Each.
2. Sheet 18 - Drainage and Miscellaneous Details – 3 (revised plan sheet not included)
 - a. Delete Concrete Headwall for Pipe Underdrains detail.
3. Sheet 20 - Replace Drainage Plan with Revised Drainage Plan
 - a. Base Bid: Added underground infiltration trench cross section notations.
 - b. Additive Alternate No. 1: Added Structure F1 Type A Inlet, revised underdrain routing and deleted Concrete Headwall.
4. Sheet 21 - Replace Storm Sewer Profiles with Revised Storm Sewer Profiles
 - a. Base Bid: Revised storm sewer inverts in profiles and in Structure Schedule.
 - b. Additive Alternate No. 1: Added Structure F1 Type A Inlet.
5. Sheet 26 – Replace Volume Control Facility Details with Revised Volume Control Facility Details
 - a. Base Bid: Added Infiltration Trench Cross Sections and revised volume control table for depths and volume provided.

Special Provisions Changes:

1. Page 53 – Item 751-5.1 Additive Alternate No. 1, Add Item AS751411 Inlet – Type A – Per Each.
2. Page 54 – Item 751-5.1 Additive Alternate No. 1, Delete Item AS705610 Concrete Headwall for Underdrain – Per Each.

Schedule of Prices Changes:

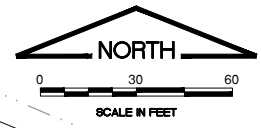
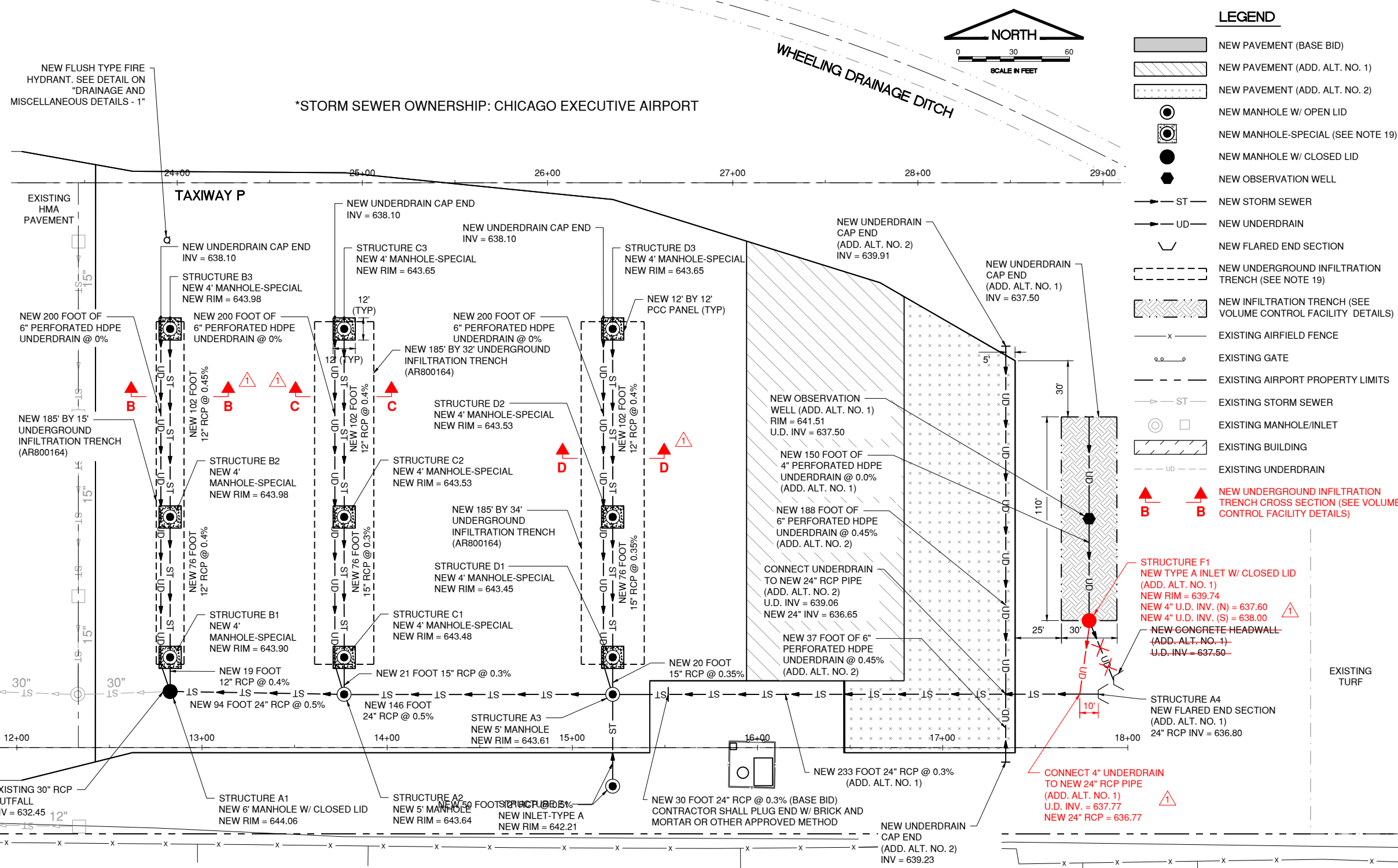
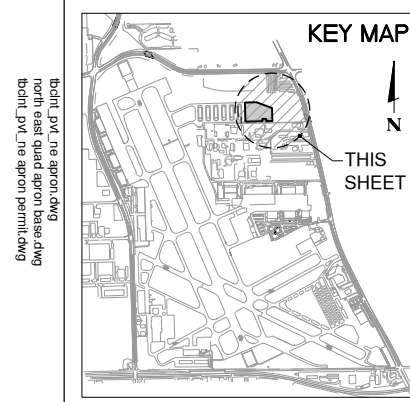
Additive Alternate No. 1:

Delete: Item AS705610 Concrete Headwall for Underdrain – 1 Each.

Add: Item AS751411 Inlet – Type A – 1 Each.

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

Questions on this addendum may be directed to D. Kyle Peabody, P.E. of Crawford, Murphy & Tilly at 630.907.7024.



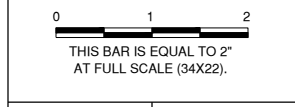
LEGEND

- NEW PAVEMENT (BASE BID)
- NEW PAVEMENT (ADD. ALT. NO. 1)
- NEW PAVEMENT (ADD. ALT. NO. 2)
- NEW MANHOLE W/ OPEN LID
- NEW MANHOLE-SPECIAL (SEE NOTE 19)
- NEW MANHOLE W/ CLOSED LID
- NEW OBSERVATION WELL
- NEW STORM SEWER
- NEW UNDERDRAIN
- NEW FLARED END SECTION
- NEW UNDERGROUND INFILTRATION TRENCH (SEE NOTE 19)
- NEW INFILTRATION TRENCH (SEE VOLUME CONTROL FACILITY DETAILS)
- EXISTING AIRFIELD FENCE
- EXISTING GATE
- EXISTING AIRPORT PROPERTY LIMITS
- EXISTING STORM SEWER
- EXISTING MANHOLE/INLET
- EXISTING BUILDING
- EXISTING UNDERDRAIN

IL CONTRACT: **PA066**
 IL LETTING ITEM: **04A**
 IL PROJECT: **PWK-5128**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS

NUMBER	BY	DATE
1	STL	09/10/24



CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT APRON (NE QUADRANT) AND TAXILANE ACCESS
DRAINAGE PLAN

DRAINAGE NOTES

1. DURING CONSTRUCTION OPERATIONS THE CONTRACTOR SHALL ENSURE POSITIVE SITE DRAINAGE AT THE CONCLUSION OF EACH DAY. SITE DRAINAGE MAY BE ACHIEVED BY DITCHING, PUMPING OR ANY OTHER METHOD ACCEPTABLE TO THE ENGINEER.
2. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE DRAINAGE STRUCTURE COST.
3. CEMENT BRICKS AND NON-SHRINK MORTAR SHALL BE USED IN ALL STORM STRUCTURES FOR PIPE CONNECTIONS.
4. BEFORE ORDERING PIPE CULVERTS, STORM SEWER, INLETS OR MANHOLES, THE CONTRACTOR SHALL VERIFY THE DEPTH OF EXISTING DOWNSTREAM STRUCTURES OR PIPES FOR CONNECTION.
5. DURING CONSTRUCTION OPERATIONS, WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES IMPEDING THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
6. THE COST OF CONNECTING EXISTING STORM SEWERS AND REMOVAL OF EXISTING CONCRETE "BENCHES" TO THE PROPOSED DRAINAGE SYSTEM SHALL BE INCIDENTAL TO THE CONTRACT.
7. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, OR CATCH BASINS. CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS. CONTRACTOR SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL PERMANENT CONNECTIONS WITH THE SEWERS ARE BUILT AND IN SERVICE. DISCHARGED WATER MUST BE FILTERED TO THE SATISFACTION OF THE ENGINEER AND SHALL BE VISIBLY FREE OF SEDIMENT. THIS WORK SHALL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE COST OF STORM SEWER ITEMS BEING INSTALLED.
8. DRAINAGE STRUCTURE GRADES SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS. GRADES OF EXISTING SEWER LINES WERE DETERMINED FROM AVAILABLE PLANS AND SURVEY. THE INVERTS OF THE PROPOSED DRAINAGE MAY REQUIRE REVISIONS TO MEET THE EXISTING FIELD CONDITIONS. ANY ADJUSTMENTS SHALL BE DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE PRICE OF THE PROPOSED STORM SEWER AND STRUCTURES.
9. BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED AND EXISTING STORM SEWER LINES AND STRUCTURES AFFECTED BY PROJECT LIMIT SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. CLEANING OF THE PROPOSED AND EXISTING STORM SEWER LINES AND STRUCTURES IS CONSIDERED TO BE INCLUDED IN THE COST OF THE DRAINAGE ITEM.
10. WHEN STORM SEWER IS CONSTRUCTED NEAR WATER MAIN, SEPARATION REQUIREMENTS SHALL BE MET IN ACCORDANCE WITH THE ILLINOIS STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION.
11. IF DURING MANHOLE ADJUSTMENTS, THE CONTRACTOR DAMAGES EITHER THE FRAME OR LID, THEY SHALL FURNISH A NEW FRAME AND LID, SAME OR EQUAL, AT NO ADDITIONAL COST. ALL NEW MANHOLES AND INLETS AND THOSE TO BE RECONSTRUCTED SHALL BE CONSTRUCTED WITH NEW FRAMES AND GRATES.
12. NEW MANHOLE AND INLET LIDS ON THIS PROJECT SHALL HAVE THE WORD "STORM" ON THE LID. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE APPROPRIATE TYPE OF LID. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.
13. THE CONTRACTOR SHALL CALL JULIE AT 811 OR 1-800-892-0123 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF CURRENT UTILITY LOCATIONS AND FOR ALL NON-EMERGENCY WORK. THESE ARE THE KNOWN UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS. UTILITIES WHICH ARE NOT MEMBERS OF JULIE SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR.
14. ALL TESTING, FITTINGS, BEDDING AND GRANULAR CRADLE WHERE NECESSARY, SHALL BE INCLUDED IN THE INSTALLATION OF UNDERGROUND FACILITIES. TRENCH BACKFILL IS REQUIRED WHEREVER UNDERGROUND PIPING AND UTILITIES PASS BENEATH OR WITHIN 2 FEET OF THE PAVEMENT, SIDEWALK OR CURB.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.
16. MANHOLE-SPECIAL IN CONJUNCTION WITH UNDERGROUND INFILTRATION TRENCH DETAILS AND DIMENSIONS ARE SHOWN ON VOLUME CONTROL FACILITY DETAILS SHEET. PCC PANELS SURROUNDING EACH MANHOLE-SPECIAL SHALL BE 12' BY 12'.

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CHICAGO EXECUTIVE AIRPORT

DESIGN BY: STL
 DRAWN BY: JRO
 CHECKED BY: DKP
 APPROVED BY: DKP
 DATE: 07/29/2024
 JOB No: 23005747.00

FINAL

SHEET 20 OF 33 SHEETS

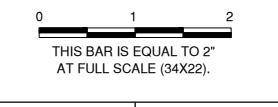
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I.L. CONTRACT: **PA066**
 I.L. LETTING ITEM: **04A**
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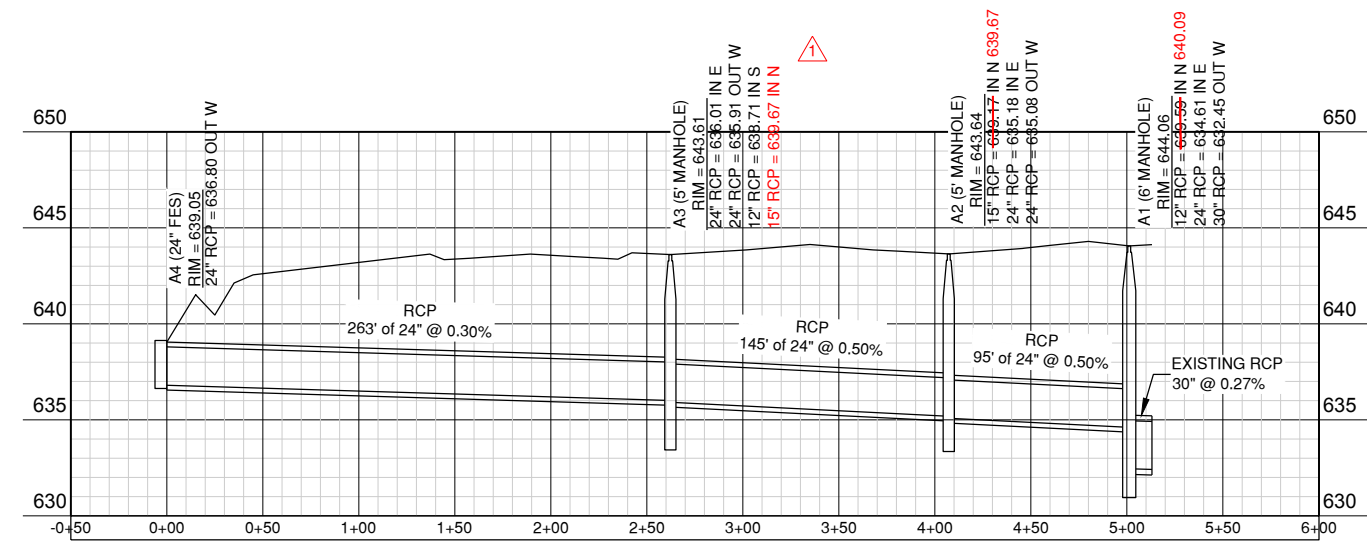
CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT APRON (NE QUADRANT) AND TAXILANE ACCESS
STORM SEWER PROFILES

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CHICAGO EXECUTIVE AIRPORT

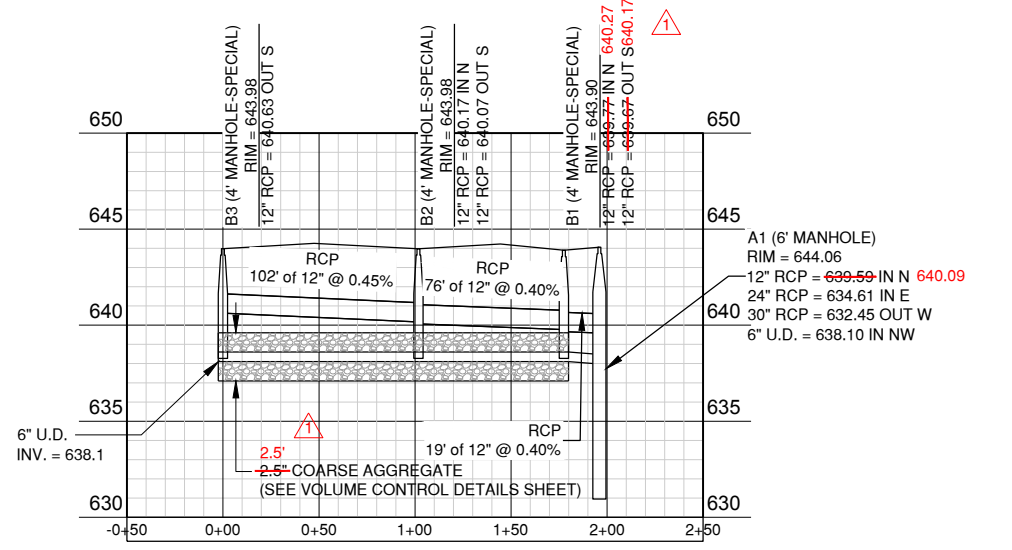
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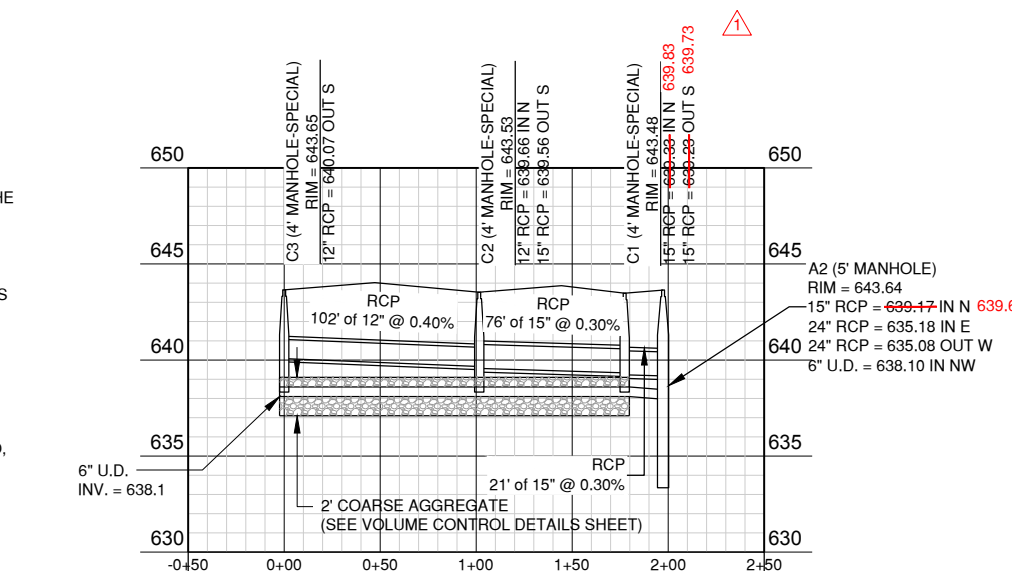
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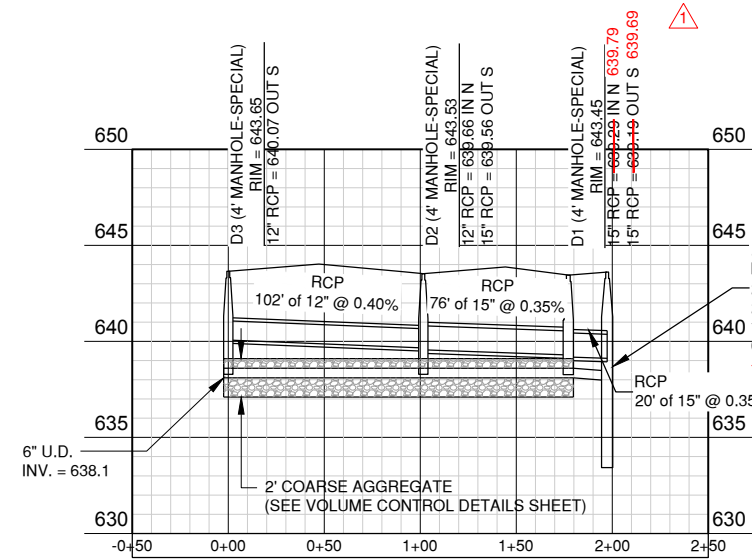
TRUNK A PROFILE



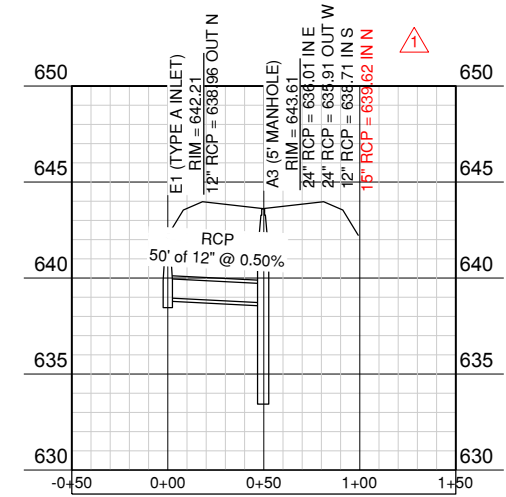
LATERAL B PROFILE



LATERAL C PROFILE



LATERAL D PROFILE



LATERAL E PROFILE

STRUCTURE SCHEDULE				
STRUCTURE	TYPE	RIM	INVERT	STATION (OFFSET)
A1	NEW 6" MANHOLE WITH TYPE 1 FRAME AND CLOSED LID	644.06	EXISTING 30" OUT (W) = 632.45 12" IN (N) = 639.59 640.09 24" IN (E) = 634.61 6" UD IN (NW) = 638.00	STA. 23+96.24, 274.76 RT. BASELINE CENTERLINE TAXIWAY P
A2	NEW 5" MANHOLE WITH TYPE 1 FRAME AND CLOSED LID	643.64	24" OUT (W) = 635.08 15" IN (N) = 639.17 639.67 24" IN (E) = 635.18 6" UD IN (NW) = 638.00	STA. 24+90.18, 276.26 RT. BASELINE CENTERLINE TAXIWAY P
A3	NEW 5" MANHOLE WITH TYPE 1 FRAME AND CLOSED LID	643.61	24" OUT (W) = 635.911 15" IN (N) = 639.12 639.62 12" IN (S) = 638.71 24" IN (E) = 636.011 6" UD IN (NW) = 638.00	STA. 26+35.21, 276.26 RT. BASELINE CENTERLINE TAXIWAY P
A4	NEW FLARED END SECTION		24" OUT (W) = 636.8	STA. 28+82.50, 276.14' RT. BASELINE CENTERLINE TAXIWAY P
B1	NEW 4" MANHOLE-SPECIAL WITH TYPE 1 FRAME AND OPEN LID	643.9	12" OUT (S) = 639.667 640.17 12" IN (N) = 639.767 640.27	STA. 23+96.24, 256.26 RT. BASELINE CENTERLINE TAXIWAY P
B2	NEW 4" MANHOLE-SPECIAL WITH TYPE 1 FRAME AND OPEN LID	643.98	12" OUT (S) = 640.071 12" IN (N) = 640.171	STA. 23+96.24, 180.50 RT. BASELINE CENTERLINE TAXIWAY P
B3	NEW 4" MANHOLE-SPECIAL WITH TYPE 1 FRAME AND OPEN LID	643.98	12" OUT (S) = 640.63	STA. 23+96.24, 78.94 RT. BASELINE CENTERLINE TAXIWAY P
C1	NEW 4" MANHOLE-SPECIAL WITH TYPE 1 FRAME AND OPEN LID	643.48	15" OUT (S) = 639.234 639.73 15" IN (N) = 639.334 639.83	STA. 24+90.18, 256.26 RT. BASELINE CENTERLINE TAXIWAY P
C2	NEW 4" MANHOLE-SPECIAL WITH TYPE 1 FRAME AND OPEN LID	643.53	15" OUT (S) = 639.562 12" IN (N) = 639.662	STA. 24+90.18, 180.50 RT. BASELINE CENTERLINE TAXIWAY P
C3	NEW 4" MANHOLE-SPECIAL WITH TYPE 1 FRAME AND OPEN LID	643.65	12" OUT (S) = 640.07	STA. 24+90.18, 78.94 RT. BASELINE CENTERLINE TAXIWAY P
D1	NEW 4" MANHOLE-SPECIAL WITH TYPE 1 FRAME AND OPEN LID	643.45	15" OUT (S) = 639.19 639.69 15" IN (N) = 639.29 639.79	STA. 26+35.21, 256.26 RT. BASELINE CENTERLINE TAXIWAY P
D2	NEW 4" MANHOLE-SPECIAL WITH TYPE 1 FRAME AND OPEN LID	643.53	15" OUT (S) = 639.562 12" IN (N) = 639.662	STA. 26+35.21, 180.50 RT. TAXIWAY P
D3	NEW 4" MANHOLE-SPECIAL WITH TYPE 1 FRAME AND OPEN LID	643.65	12" OUT (S) = 640.07	STA. 26+35.21, 78.93 RT. BASELINE CENTERLINE TAXIWAY P
E1	NEW INLET-TYPE A WITH TYPE 8 GRATE	642.21	12" OUT (N) = 638.96	STA. 26+35.21, 325.86' RT. BASELINE CENTERLINE TAXIWAY P
F1	NEW INLET - TYPE A WITH TYPE 1 FRAME AND CLOSED LID	639.79	4" OUT (S) = 638.00 4" IN (N) = 637.60	STA. 28+92.54, 236.41' RT. BASELINE CENTERLINE TAXIWAY P

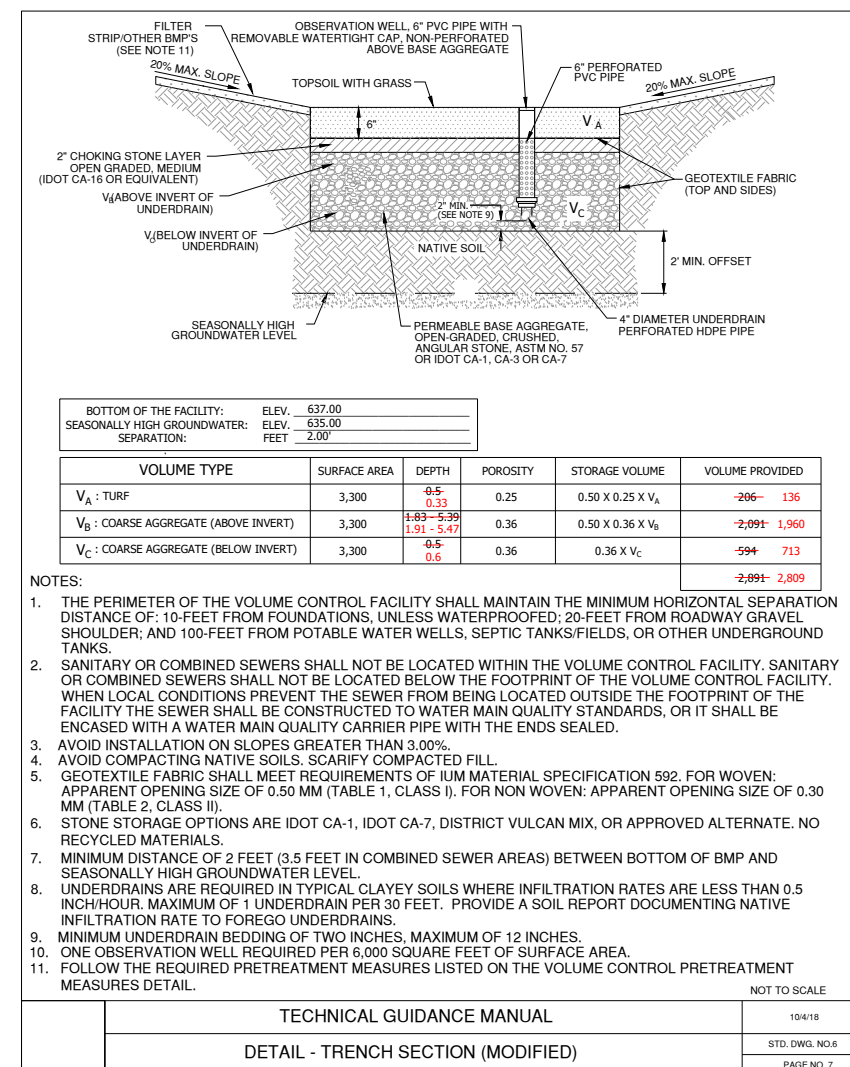
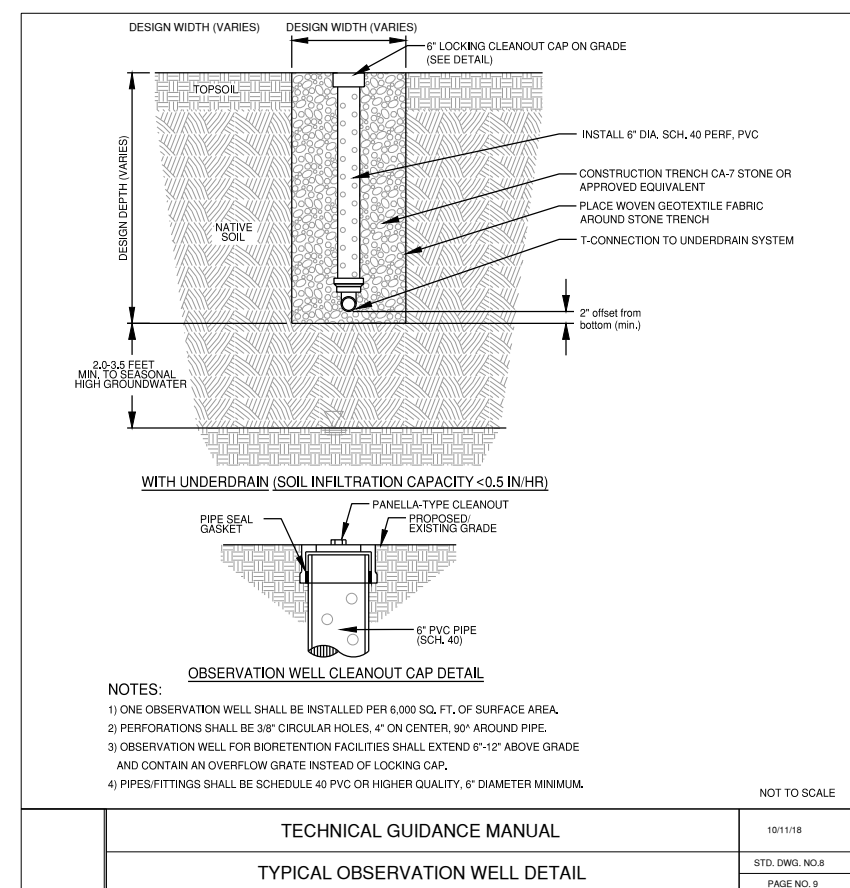
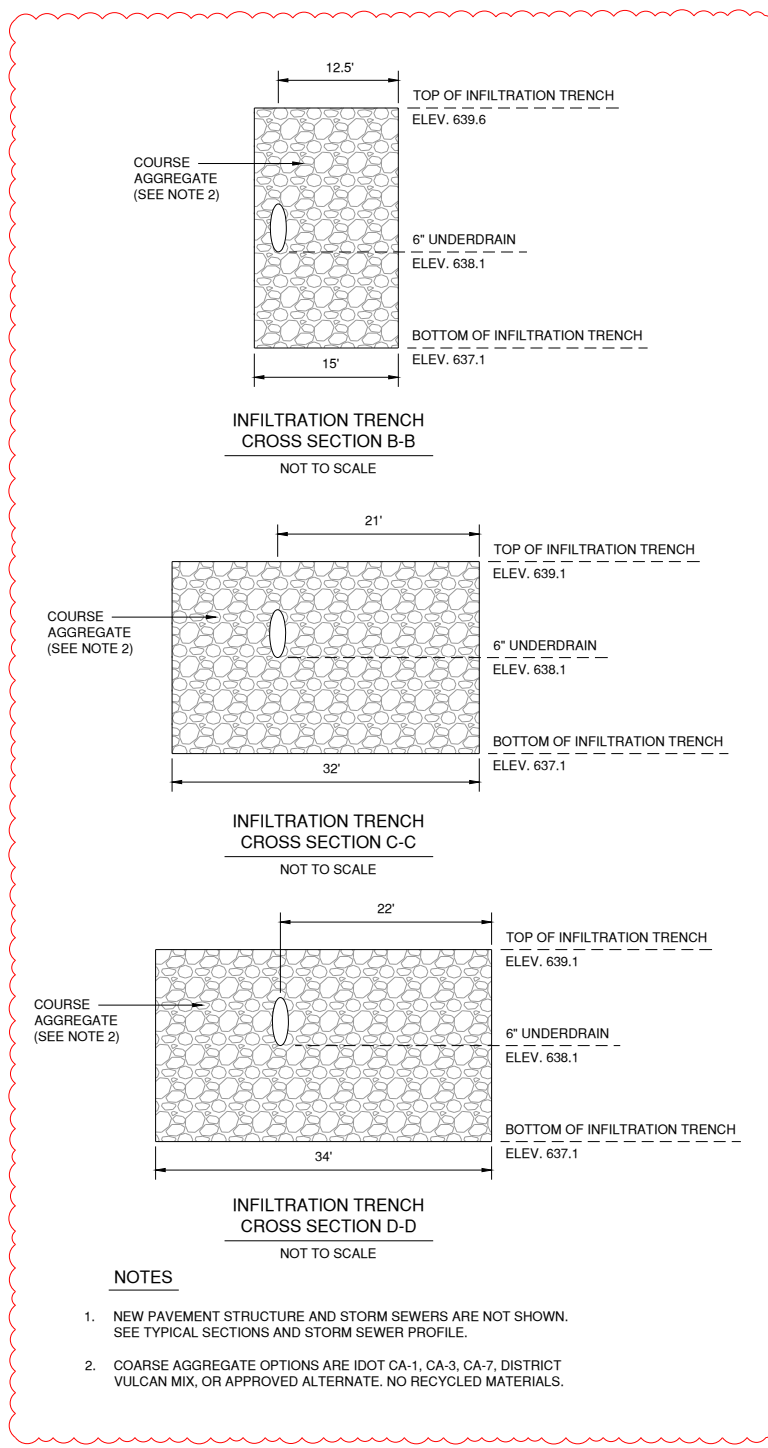
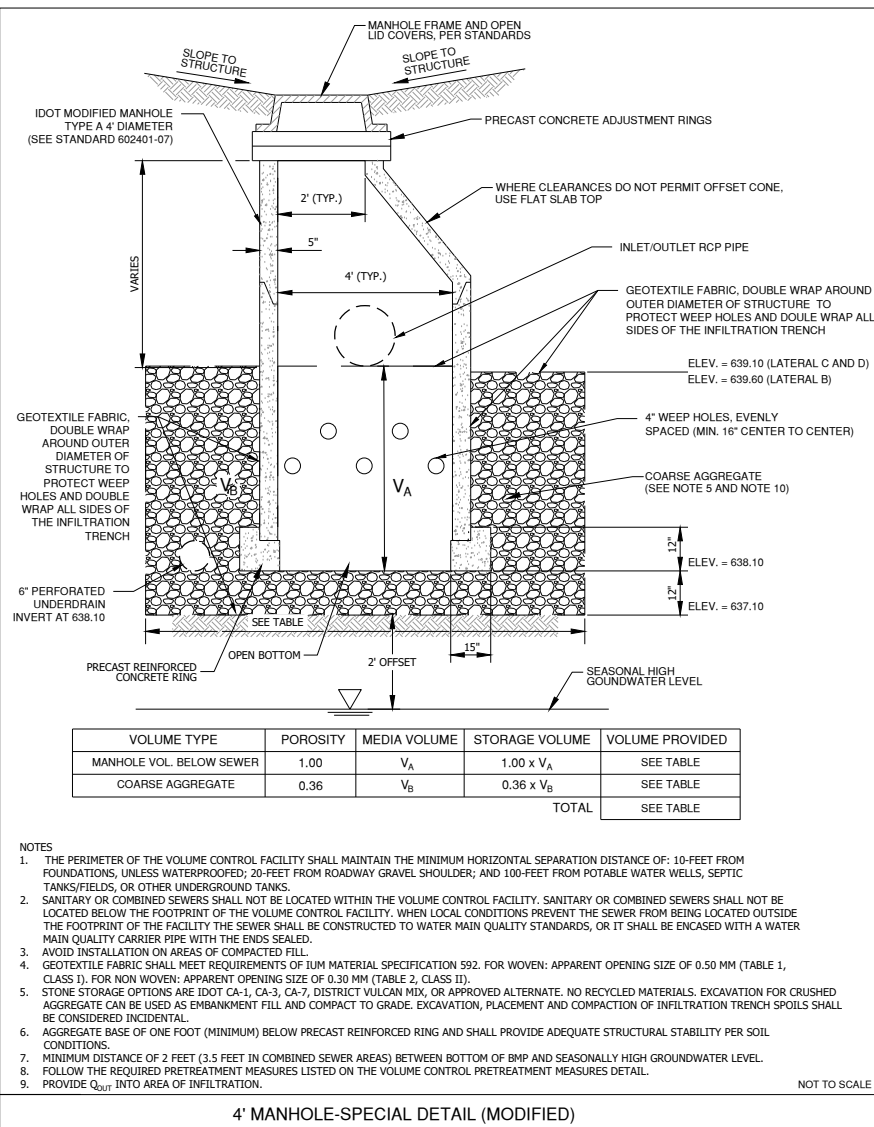
STRUCTURE SCHEDULE NOTES

1. THE STATION AND OFFSET IS MEASURED TO THE CENTER OF THE FRAME OF THE STRUCTURE.
2. ALL ELEVATIONS ARE IN 1929 DATUM.
3. LENGTH OF PIPE FOR MANHOLE TO MANHOLE IS FROM CENTER OF STRUCTURE.
4. RCP: REINFORCED CONCRETE CIRCULAR PIPE, CLASS IV.
5. CONTRACTOR SHALL VERIFY RIM AND INVERT ELEVATIONS ON EXISTING DRAINAGE STRUCTURES THAT ARE TO BE CONNECTED TO, ADJUSTED OR TO RECONSTRUCTED BEFORE ORDERING MATERIAL (INCIDENTAL TO CONTRACT).

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VOLUME CONTROL FACILITY

LATERAL	IMPERVIOUS AREA (AC)	DEPTH OF INFILTRATION (FT)	INFILTRATION AREA (SQ FT)	Va (CU FT)	Vb (CU FT)	VOLUME CONTROL PROVIDED (AC-FT)	VOLUME CONTROL REQUIRED (AC-FT)
B	0.47	2.5' (1.5' 50%; 1' 100%)	185' BY 15'	57	739	50%	
TOTAL	0.47	2.5	2775	57	1738	100%	0.0392
LATERAL	IMPERVIOUS AREA (AC)	DEPTH OF INFILTRATION	INFILTRATION AREA (SQ FT)	Va (CU FT)	Vb (CU FT)	VOLUME CONTROL PROVIDED (AC-FT)	VOLUME CONTROL REQUIRED (AC-FT)
C	0.87	2' (1' 50%; 1' 100%)	185' BY 32'	38	1059	50%	
TOTAL	0.87	2	5920	38	3190	100%	0.0725
LATERAL	IMPERVIOUS AREA (AC)	DEPTH OF INFILTRATION	INFILTRATION AREA (SQ FT)	Va (CU FT)	Vb (CU FT)	VOLUME CONTROL PROVIDED (AC-FT)	VOLUME CONTROL REQUIRED (AC-FT)
D	0.94	2' (1' 50%; 1' 100%)	185' BY 34'	38	1125	50%	
TOTAL	0.94	2	6290	38	3390	100%	0.0783
PROJECT TOTAL	IMPERVIOUS AREA (AC)	DEPTH OF INFILTRATION	INFILTRATION AREA (SQ FT)	Va (CU FT)	Vb (CU FT)	VOLUME CONTROL PROVIDED (AC-FT)	VOLUME CONTROL REQUIRED (AC-FT)
TOTAL	2.75		14985	132	8318	0.1940	0.1900



IL CONTRACT: **PA066**
 IL LETTING ITEM: **04A**
 IL PROJECT: **PWK-5128**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS

NUMBER	BY	DATE
1	STL	09/10/24

0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT APRON (NE QUADRANT) AND TAXILANE ACCESS
VOLUME CONTROL FACILITY DETAILS

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DESIGN BY: STL
 DRAWN BY: JRO
 CHECKED BY: DKP
 APPROVED BY: DKP
 DATE: 07/29/2024
 JOB No: 23005747.00

FINAL

SHEET 26 OF 33 SHEETS