



Illinois Department of Transportation

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

July 24, 2019

SUBJECT: Waukegan National Airport
Waukegan, Illinois
Lake County
Illinois Project Number: UGN-4655
SBG Project Number: 3-17-SBGP-XX
Contract No. WA074
Item No. 08A, August 2, 2019 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:

Construction plan and special provision revisions issued as Addendum A.

To All Plan Holders:

Plan Changes:

1. Replace Existing Plan Sheet 2 with Revised Plan Sheet 2
 - Added Item No. AR401916 REM & REP BIT PAVEMENT – TYPE B
 - Revised quantity for Item No. AR401915 REM & REP BIT PAVEMENT – TYPE B
 - Revised quantity for Item No. AR201663 SAND MIX CRACK REPAIR
2. Replace Existing Plan Sheet 4 with Revised Plan Sheet 4
 - Revised language to allow bituminous pavement repairs during runway closure period for bituminous test strip operations and preconstruction field work
3. Replace Existing Plan Sheet 11 with Revised Plan Sheet 11
 - Revised detail REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A and added detail REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE B

Special Provisions Changes:

1. Remove and Replace **Paragraph 603-2.1 Bituminous Material** of the Special Provisions with the following:

The Contractor shall use a grade RC-70, SS-1 or SS-1h for bituminous tack coat as outlined in the Standard Specifications for Road and Bridge Construction (latest edition) and following the criteria set forth in Table 1 of the "Illinois Standard Specifications for Construction of Airports", dated April 1, 2012, State of Illinois Department of Transportation, Division of Aeronautics.

2. Remove Special Provision **ITEM 401915 REMOVE AND REPLACE HMA PAVEMENT** and replace with the revised Special Provision **ITEM 401915 AND ITEM 401916 – REMOVE AND REPLACE HMA PAVEMENT**

Schedule of Prices Changes:

1. The quantity for ITEM NO. AR201663 - SAND MIX CRACK REPAIR has been revised from 300 LF to 150 LF.
2. The quantity for ITEM NO. AR401915 - REM & REP BIT PAVEMENT – TYPE A has been revised from 125 SY to 25 SY.
3. A new ITEM NO. AR401916 - REM & REP BIT PAVEMENT – TYPE B has been added. Total quantity is 125 SY.

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 Matt Demos of Crawford, Murphy & Tilly, Inc. at 630-820-1022.

ITEM 401915 AND ITEM 401916 – REMOVE AND REPLACE HMA PAVEMENT

DESCRIPTION

401915-1.1

This item shall consist of bituminous pavement removal and replacement for patches as described in the plans. Pavement removal and replacement quantities are estimated. The Resident Engineer shall lay out pavement removal and replacement areas in the field during construction. No adjustment in unit price will be allowed for an increase or decrease in quantities. The pavement shall be compacted in accordance with these specifications and shall conform to the lines, grades, thicknesses and typical sections as shown on the plans or as directed by the Resident Engineer.

Each course shall be constructed to the depth, section or elevation required to match the existing pavement structure and shall be rolled, finished and approved prior to the placement of the next course.

MATERIALS

401915-2.1 SAND MIX CRACK REPAIR

The sand mix shall conform to the specifications of Section 201.

401915-2.2 BITUMINOUS SURFACE COURSE

The bituminous surface course shall conform to the specifications of Section 401.

401915-2.3 BITUMINOUS BASE COURSE

Not used.

401915-2.4 BITUMINOUS PRIME COAT

Not used.

401915-2.5 BITUMINOUS TACK COAT

The bituminous tack coat shall conform to the specifications of Section 603.

CONSTRUCTION METHODS

401915-3.1

The type of material to be removed along with approximate typical pavement section is shown on the plans and as follows:

TYPE A – Partial Depth: – 2' – 3' wide by 3" (minimum) depth bituminous pavement

TYPE B – Full Depth: 3' – 4' wide (and varies) by 9" (avg.) depth bituminous pavement

Pavement structure information was taken from airport records and data supplied by airport personnel. The Contractor shall verify the type and thickness of material to be removed. **No extra compensation will be allowed for any variations in the pavement sections actually encountered.**

401915-3.2

The proposed pavement replacement section shall be as specified herein. Tack coat shall be applied between each lift of asphalt and on all vertical faces of the patch area.

401915-3.3

The existing pavement areas to be removed shall be done in such a manner as to prevent damage to the adjacent pavements. All edges adjacent to existing pavements shall be saw-cut full depth prior to removal, as directed by the Resident Engineer.

Any damage to the pavement beyond the limits as shown on the plans or as directed by the Resident Engineer shall be removed and replaced by the Contractor at his expense. These areas shall be saw cut to a uniform width.

401915-3.4

Pavement replacement will be as detailed on the plans and constructed in accordance to the applicable Sections 401 and 603. The various materials required for pavement replacement shall be in accordance with the applicable portions of the Standard Specifications and these Special Provisions. Any damage to pavement beyond the limits as shown on the plans **shall be removed and replaced by the Contractor at his expense. These areas shall be saw cut to a uniform width.**

401915-3.5

Pavement Removal and Replacement shall be the removal of the existing pavements as shown on the plans or as directed by the Resident Engineer and the replacement pavement shall match the existing pavement thickness. The replacement pavement shall consist of bituminous surface course conforming to the specifications of Section 401. The maximum lift thickness shall be 3".

401915-3.6

The existing pavement that is removed shall be disposed of off Airport property. No additional compensation will be made for hauling and disposal of any of the removed material.

401915-3.7 ACCEPTANCE TESTING OF HMA MIXES FOR DENSITY.

After the completion of compaction, the pavement will be tested for acceptance by the Resident Engineer and accepted on the basis of percent air voids in the final compacted mat. The HMA course shall be compacted to a minimum density of 93 percent (7 percent air voids) and a maximum of 99 percent (1 percent air voids) of the Maximum Theoretical Specific Gravity (ASTM D 2041). If, during construction, the density test falls below 93 percent, additional approved rollers shall be required. Failure to achieve density within these limits shall be cause for rejection of the material, as determined by the Division of Aeronautics.

One random nuclear density test shall be taken for Type A patching and one random nuclear density test shall be taken for Type B patching. Each nuclear density test shall be the average of five (5) nuclear tests taken as a cross-section of the pavement. The Resident Engineer shall have a nuclear gauge and qualified operator on the project when constructing this item for acceptance testing. The contractor shall have their own nuclear gauge and qualified operator onsite for quality control.

METHOD OF MEASUREMENT

401915-4.1

The area of pavement removal and replacement shall be measured by the number of square yards, satisfactorily removed, replaced and disposed of as shown on the plans or as directed by the Resident Engineer.

401915-4.2

If additional pavement or subgrade material is removed due to negligence on the part of the Contractor, the additional quantity of pavement removal and replacement of subgrade material will not be measured for payment.

401915-4.3

The pavement removal, bituminous surface course and bituminous tack coat will not be measured separately for payment, but will be considered incidental to REMOVE & REPLACE BIT. PAVEMENT – TYPE A or B, per square yard.

BASIS OF PAYMENT

401915-5.1

Payment for REM & REP BIT PAVEMENT TYPE A and TYPE B shall be made at the contract unit price per square yard. This price shall include full compensation for sawing, removal, disposal, replacement of asphalt materials, compaction, tack coat, including furnishing all materials, labor, tools, testing, equipment and incidentals necessary to complete this item of work. For the purposes of payment, Type A pavement shall be partial depth (3" depth minimum). Type B pavement shall be full depth (9" avg. depth).

Any grading and recompacting of existing granular base course to proper grade shall not be paid for separately but shall be considered incidental to Remove & Replace Bituminous Pavement.

Payment will be made under:

ITEM AR401915 REM & REP BIT PAVEMENT – TYPE A – PER SQUARE YARD.
ITEM AR401916 REM & REP BIT PAVEMENT – TYPE B – PER SQUARE YARD.

Schedule of Prices Changes:

The quantity for ITEM NO. AR201663 SAND MIX CRACK REPAIR has been revised from 300 LF to 150 LF.

The quantity for ITEM NO. AR401915 REM & REP BIT PAVEMENT – TYPE A has been revised from 125 SY to 25 SY.

A new ITEM NO. AR401916 REM & REP BIT PAVEMENT – TYPE B has been added. Total quantity is 125 SY.

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 Matt Demos of Crawford, Murphy & Tilly, Inc. at 630-820-1022.

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18. LANDSCAPING PLAN
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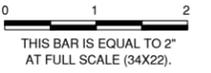
SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR150520	MOBILIZATION	LS	1	
AR152480	SHOULDER ADJUSTMENT	SY	50	
AR201663	SAND MIX CRACK REPAIR	LF	150 - 300	
AR401610	BITUMINOUS SURFACE COURSE	TON	8,700	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
A4401640	BITUMINOUS PAVEMENT GROOVING	SY	86,390	
AR401650	BITUMINOUS PAVEMENT MILLING	SY	100,005	
AR401915	REM & REP BIT PAVEMENT - TYPE A	SY	25 - 125	
AR401916	REM & REP BIT PAVEMENT - TYPE B	SY	125	
AR603510	BITUMINOUS TACK COAT	GAL	12,000	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	105,200	

IL CONTRACT: **WA074**
 IL LETTING ITEM: **08A**
 IL PROJECT: **UGN-4655**
 S.B.G. PROJECT: **3-17-SBGP-XX**

REVISIONS

NUMBER	BY	DATE
1	MND	7/24/19



**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE RUNWAY 5-23**

**INDEX TO SHEETS/
 SUMMARY OF QUANTITIES**



DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	4/19/2019
JOB No:	180226-03

GENERAL

- 1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

1. COORDINATION

- 1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

- 1. TOTAL CONTRACT TIME SHALL BE 86 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.
3. WORK AREAS AND DESCRIPTIONS

MOBILIZATION

COMPLETE MOBILIZATION DURING THE MOBILIZATION TIME PERIOD.

BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK

AN AREA LOCATED ON RUNWAY 5-23 WILL BE DEDICATED FOR USE FOR A BITUMINOUS TEST STRIP. THIS WORK WILL INCLUDE, BUT NOT LIMITED TO, BITUMINOUS MILLING AND REPLACEMENT. OTHER WORK INCLUDES PAVEMENT REPAIRS ALONG THE RUNWAY AND PRE-CONSTRUCTION FIELDWORK.

WORK AREA 1 - ALL RUNWAYS CLOSED

WORK AREA 1 GENERALLY INCLUDES BITUMINOUS MILLING, PARTIAL DEPTH PAVEMENT REPAIRS, CRACK REPAIRS, BITUMINOUS PAVING, AND PAVEMENT MARKING (FIRST COAT) WITHIN THE RSA OF RUNWAY 5-23.

WORK AREA 2A

WORK AREA 2A GENERALLY INCLUDES BITUMINOUS GROOVING AND SECOND COAT OF PAVEMENT MARKING WITHIN THE RSA OF RUNWAY 5-23, WEST OF THE TOFA OF TAXIWAY B.

WORK AREA 2B

WORK AREA 2B GENERALLY INCLUDES BITUMINOUS GROOVING, SECOND COAT OF PAVEMENT MARKING AND SHOULDER ADJUSTMENTS WITHIN THE RSA OF RUNWAY 5-23 AND RUNWAY 14-32, EAST OF THE WORK AREA 2A LIMITS.

4. RESTRICTIONS

GENERAL (ALL WORK AREAS)

ALL WORK AREAS WITHIN AN RSA OR TOFA MUST BE RESTORED AND INSPECTED TO MEET FAA CRITERIA, INCLUDING TEMPORARY BITUMINOUS TAPERS AND PER THE CONTRACTOR'S CSPP, PRIOR TO RETURNING THE AREA TO AIR TRAFFIC OPERATIONS. SEE CSPP NOTES IN THE PLANS FOR ADDITIONAL INFORMATION ON INSPECTION REQUIREMENTS.

ALL WORK AREAS ARE LOCATED INSIDE THE AOA SECURITY FENCE, AND ARE SUBJECT TO THE LIMITATIONS DESCRIBED IN SPECIFICATIONS, PART 1 - GENERAL PROVISIONS.

WORK CONDUCTED UTILIZING EXTENDED CLOSURES AS INDICATED IN THE PLANS WILL ALLOW THE CONTRACTOR TO CONDUCT WORK 24 HOURS A DAY, 7 DAYS A WEEK OR UNLESS SPECIFICALLY NOTED FOR THE RESTRICTIONS IN EACH WORK AREA. THE CLOSURE WILL ALLOW THE CONTRACTOR TO COMPLETE ALL WORK INSIDE THE RESPECTIVE TOFA OR RSA, AND TO A DISTANCE OUTSIDE THE TOFA OR RSA AS NOT TO ENCR OACH THE TOFA OR RSA WITH MANPOWER OR EQUIPMENT ONCE THE CLOSURE PERIOD IS CONCLUDED.

SIMULTANEOUS CLOSURES OF AIRFIELD PAVEMENTS TO COMPLETE WORK IN MORE THAN ONE WORK AREA AT A TIME WILL NOT BE ALLOWED EXCEPT AS SPECIFICALLY NOTED. ALL WORK WITHIN A WORK AREA MUST BE SUBSTANTIALLY COMPLETED AND ACCEPTED PRIOR TO CLOSING ANY OTHER AIRFIELD PAVEMENT FOR WORK IN REMAINING ASSOCIATED WORK AREAS.

BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK

THE BITUMINOUS TEST STRIP PAVEMENT REPAIRS AND PRE-CONSTRUCTION FIELD WORK MUST BE COMPLETED AND ACCEPTED PRIOR TO CLOSING AIRFIELD PAVEMENTS FOR PRODUCTION WORK IN ALL WORK AREAS.

THE SCHEDULED RUNWAY 5-23 CLOSURE FOR THIS WORK WILL BE LIMITED TO 1 WEEKEND ONLY, STARTING AT 8:00 PM ON FRIDAY UNTIL 12:00 NOON THE FOLLOWING SUNDAY, BEFORE RE-OPENING RUNWAY 5-23 TO AIRCRAFT OPERATIONS. RUNWAY 14-32 WILL CONTINUALLY BE OPEN FOR AIRCRAFT OPERATIONS DURING THIS PERIOD.

WORK AREA 1 - ALL RUNWAYS CLOSED

AN EXTENDED SIMULTANEOUS CLOSURE OF RUNWAY 5-23 AND RUNWAY 14-32 IS REQUIRED TO COMPLETE WORK WITHIN THE RSA OF BOTH RUNWAYS, EXCLUDING GROOVING AND SECOND COAT OF PAVEMENT MARKING. SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR THIS AREA WILL BE LIMITED TO 1 WEEK STARTING AT 6:00 AM ON MONDAY UNTIL 6:00 AM THE FOLLOWING SATURDAY MORNING, BEFORE RE-OPENING THE RUNWAYS TO AIRCRAFT OPERATIONS.

WORK AREA 2A

AN EXTENDED CLOSURE OF RUNWAY 5-23 IS REQUIRED TO COMPLETE WORK WITHIN THE RSA OF THE RUNWAY.

THE CONTRACTOR MUST ALLOW ALL NEW BITUMINOUS PAVEMENTS TO CURE A MINIMUM OF 30 DAYS PRIOR TO GROOVING OPERATIONS AND SECOND COAT OF PAVEMENT MARKING. ALL PAVEMENT GRADE CORRECTIONS AND SMOOTHNESS REMEDIES MUST BE COMPLETED AND ACCEPTED BY THE ENGINEER PRIOR TO GROOVING.

SCHEDULED RUNWAY CLOSURES FOR BITUMINOUS GROOVING AND SECOND COAT OF PAVEMENT MARKING IN THIS AREA WILL BE LIMITED TO 1 WEEKEND ONLY, STARTING AT 8:00 PM ON FRIDAY UNTIL 12:00 NOON THE FOLLOWING SUNDAY. BEFORE RE-OPENING RUNWAY 5-23 TO AIRCRAFT OPERATIONS. RUNWAY 14-32 WILL CONTINUALLY BE OPEN FOR AIRCRAFT OPERATIONS DURING THIS PERIOD.

WORK WITHIN WORK AREA 2A AND 2B CAN NOT BE COMPLETED CONCURRENTLY.

WORK AREA 2B

AN EXTENDED CLOSURE OF RUNWAY 5-23 AND RUNWAY 14-32 IS REQUIRED TO COMPLETE THE WORK WITHIN THE RSA OF BOTH RUNWAYS.

THE CONTRACTOR MUST ALLOW ALL NEW BITUMINOUS PAVEMENTS TO CURE A MINIMUM OF 30 DAYS PRIOR TO GROOVING OPERATIONS AND SECOND COAT OF PAVEMENT MARKING. ALL PAVEMENT GRADE CORRECTIONS AND SMOOTHNESS REMEDIES MUST BE COMPLETED AND ACCEPTED BY THE ENGINEER PRIOR TO GROOVING.

THE CONTRACTOR MUST ALLOW ALL NEW BITUMINOUS PAVEMENTS TO CURE A MINIMUM OF 30 DAYS PRIOR TO GROOVING OPERATIONS AND SECOND COAT OF PAVEMENT MARKING. ALL PAVEMENT GRADE CORRECTIONS AND SMOOTHNESS REMEDIES MUST BE COMPLETED AND ACCEPTED BY THE ENGINEER PRIOR TO GROOVING.

SCHEDULED RUNWAY CLOSURES FOR BITUMINOUS GROOVING, SECOND COAT OF PAVEMENT MARKING AND SHOULDER ADJUSTMENTS IN THIS AREA WILL BE LIMITED TO 1 WEEKEND ONLY, STARTING AT 8:00 PM ON FRIDAY UNTIL 12:00 NOON THE FOLLOWING SUNDAY, BEFORE RE-OPENING BOTH RUNWAYS FOR AIRCRAFT OPERATIONS.

WORK WITHIN WORK AREA 2A AND 2B CAN NOT BE COMPLETED CONCURRENTLY.

5. DURATIONS AND MILESTONES:

MILESTONE 1

SUBSTANTIALLY COMPLETE MOBILIZATION, INCLUDING BITUMINOUS TEST STRIP AND ANY REQUIRED PRE-CONSTRUCTION FIELD WORK WITHIN 30 CALENDAR DAYS FROM THE NOTICE TO PROCEED.

MILESTONE 2

SUBSTANTIALLY COMPLETE WORK WITHIN WORK AREA 1, EXCLUDING BITUMINOUS GROOVING AND SECOND COAT OF PAVEMENT MARKING, WITHIN 43 CALENDAR DAYS FROM THE NOTICE TO PROCEED.

MILESTONE 3

SUBSTANTIALLY COMPLETE WORK IN WORK AREAS 2A AND 2B, INCLUDING BITUMINOUS GROOVING, SECOND COAT OF PAVEMENT MARKING AND SHOULDER ADJUSTMENTS, WITHIN 86 CALENDAR DAYS FROM THE NOTICE TO PROCEED.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- 1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. 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.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. NAVAIDS THAT COULD BE AFFECTED

- 1. THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID.
2. EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A CLOSURE PERIOD ON ANY ASSOCIATED PAVEMENTS. IF THE LIGHTING CIRCUIT MUST BE ON FOR OPEN PAVEMENT AREAS, CLOSED PAVEMENT AREA LIGHTS SHALL BE COVERED COMPLETELY.
3. EXCEPT WHERE NOTED IN THE PLANS, EXISTING COMMUNICATIONS EQUIPMENT AND NAVIGATIONAL AIDS (NAVAIDS) SHALL NOT BE DISTURBED BY THE CONTRACTOR AND SHALL BE PROTECTED FROM DAMAGE.
4. PRIOR TO BEGINNING SITE WORK, CONTRACTOR SHALL COORDINATE THROUGH AIRPORT OPERATIONS TO LOCATE, AND THE CONTRACTOR TO MARK ALL UNDERGROUND COMMUNICATIONS CABLES AND FACILITIES, WITHIN THE PROJECT AREA.
5. IF CONTRACTOR CAUSES INTERRUPTION OF POWER OR COMMUNICATIONS TO A NAVAID CONTRACTOR SHALL REPAIR WITHIN 24 HOURS AT THE CONTRACTOR'S COST. CONTRACTOR MUST COORDINATE REPAIR WITH AIRPORT OPERATIONS BEFORE ANY REPAIR IS MADE.

5. CONTRACTOR ACCESS

- 1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATE(S) SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE CLOSED DURING WORK HOURS.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
4. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER SECTION 70-10 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.
5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, ASPHALT, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA FENCE, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL THAT HAS OBTAINED PROPER DRIVING PRIVILEGES.
6. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE WAUKEGAN AIR TRAFFIC CONTROL TOWER GROUND CONTROL (121.65 MHZ) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY SATISFIED THE AIRPORT OF THEIR COMPETENCE MAY OPERATE THESE RADIOS.
7. THE CONTRACTORS STORAGE AND STAGING AREAS WILL BE AS SHOWN ON THE SITE PLAN.
8. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
9. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREAS.
10. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
11. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
12. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE COMMON TRAFFIC ADVISORY FREQUENCY. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
13. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
14. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
15. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
16. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

IL CONTRACT: WA074

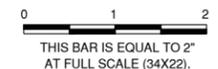
IL LETTING ITEM: 08A

IL PROJECT: UGN-4655

S.B.G. PROJECT: 3-17-SBGP-XX

REVISIONS

Table with 3 columns: NUMBER, BY, DATE. Row 1: 1, MND, 7/24/19



WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE RUNWAY 5-23

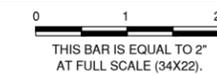
CONSTRUCTION ACTIVITY PLAN NOTES
SHEET 1 OF 2

CMT logo and contact information: CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 184-000613



Table with 2 columns: Field Name, Value. DESIGN BY: MND, DRAWN BY: JRO, CHECKED BY: MND, APPROVED BY: MND, DATE: 4/19/2019, JOB No: 180226-03

REVISIONS		
NUMBER	BY	DATE
1	MND	7/24/19



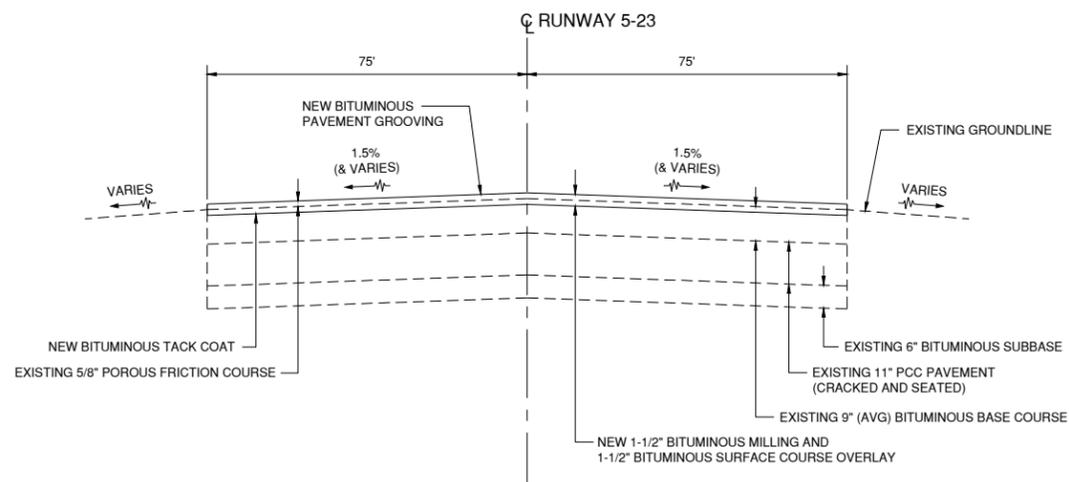
**WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE RUNWAY 5-23**

TYPICAL SECTIONS

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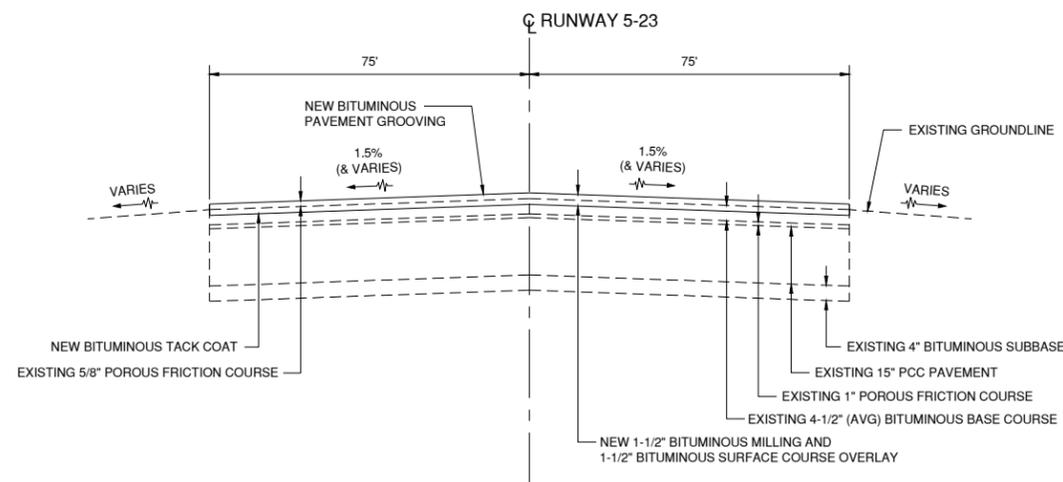


DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	4/19/2019
JOB No:	180226-03



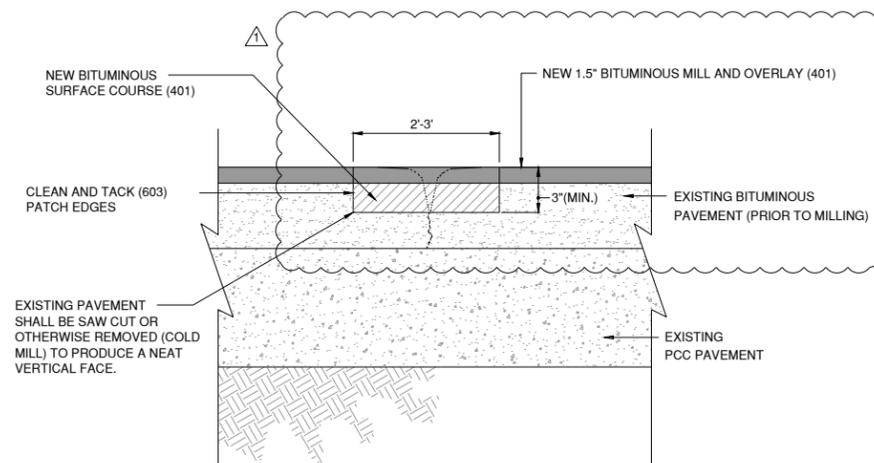
**RUNWAY 5-23 TYPICAL SECTION A-A
(STA. 200+00 TO 246+00)**

NOT TO SCALE



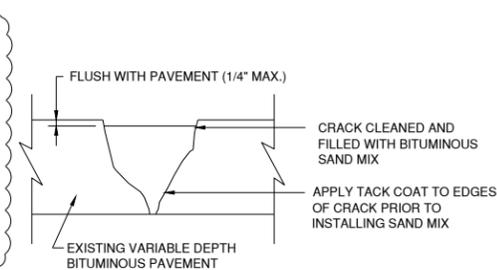
**RUNWAY 5-23 TYPICAL SECTION B-B
(STA. 246+00 TO 260+00)**

NOT TO SCALE



**REMOVE AND REPLACE
BITUMINOUS PAVEMENT TYPE A**

NOT TO SCALE

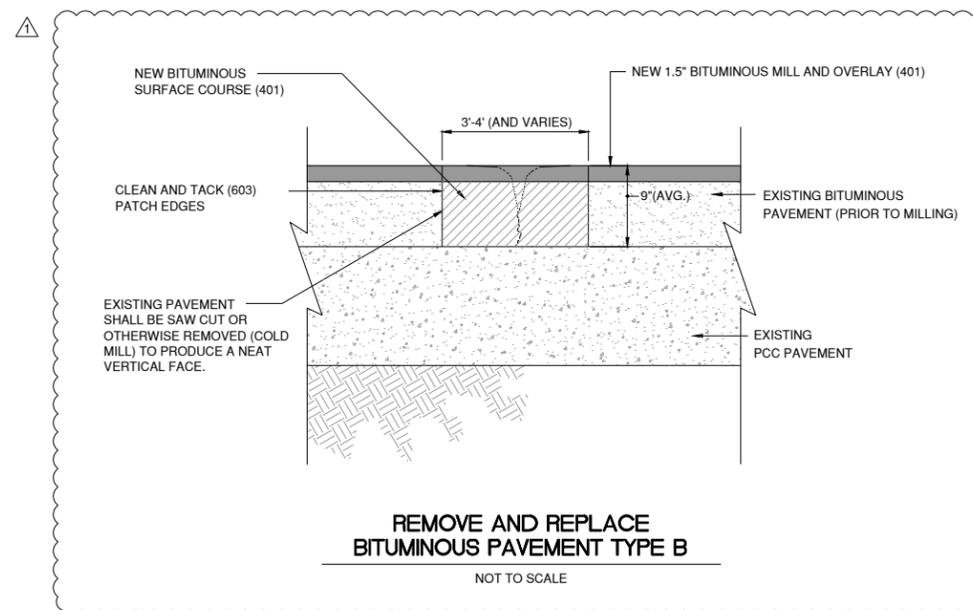


HMA SAND MIX CRACK REPAIR DETAIL

NOT TO SCALE

CRACK REPAIR NOTES:

1. CRACKS TO BE FILLED WITH SAND MIX SHALL BE DESIGNATED BY THE RESIDENT ENGINEER.
2. SAND MIX CRACK REPAIR SHALL BE USED ON ALL CRACKS GREATER THAN 1" WIDE AS DESIGNATED BY THE RESIDENT ENGINEER.
3. CONTRACTOR SHALL ROUTE, CRACK PLOW AND REMOVE LOOSE FILLER, LOOSE AGGREGATE AND LAITANCE WITH COMPRESSED AIR AS SPECIFIED PRIOR TO SEALING.



**REMOVE AND REPLACE
BITUMINOUS PAVEMENT TYPE B**

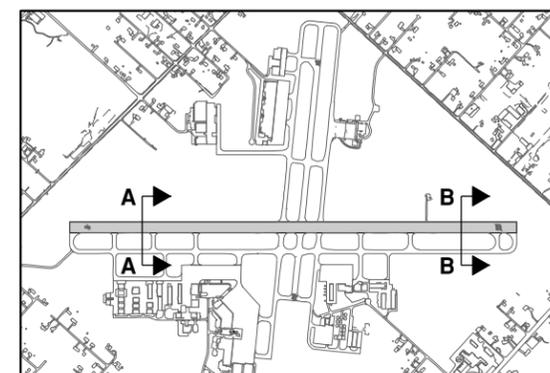
NOT TO SCALE

PAVEMENT REMOVAL AND REPLACEMENT NOTES

1. DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORD DRAWINGS. THE CONTRACTOR SHALL VERIFY THE TYPE AND THICKNESS OF MATERIAL TO REMOVE. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY VARIATION IN THE PAVEMENT SECTIONS ACTUALLY ENCOUNTERED.
2. PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.
3. THIS WORK SHALL BE DETERMINED IN THE FIELD WITH THE AIRPORT/ENGINEER AFTER INSPECTION OF THE MILLED SURFACE.

NOTES

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF THE EXISTING UTILITIES. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
2. CONSTRUCT TRANSITION AT THE END OF EACH DAYS PAVING IN ACCORDANCE WITH THE TEMPORARY BITUMINOUS TRANSITION RAMP DETAIL. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRANSITION RAMP AS THE NUMBER AND SIZE OF THE TRANSITIONS ARE DEPENDANT ON THE CONTRACTOR SCHEDULING AND PRODUCTION RATES.
3. CONTRACTOR SHALL EXERCISE EXTREME CARE WHEN MILLING NEAR IN-PAVEMENT LIGHT CANS AND UNDERDRAIN INSPECTION HOLES TO AVOID DAMAGE TO THE LIGHT CANS AND INSPECTION HOLES TO REMAIN. DAMAGED ITEMS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.



KEY MAP