



Illinois Department of Transportation

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

October 28, 2025

SUBJECT: Litchfield Municipal Airport
Litchfield, Illinois
Montgomery County
Illinois Project Number: 3LF-5221
SBG Project Number: 3-17-SBGP-TBD
Contract No. LI040
Item No. 05A, November 7, 2025, 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:

Adjustment to building foundation detail/notes.

To All Plan Holders:

Plan Changes:

Plan Sheet 13, New Vault Building General Notes:

Revise Foundation Note F-1, see attached revised plan sheet dated 10/28/25.

Plan Sheet 16, New Vault Building Sections and Details:

Revise foundation grade beam width, see attached revised plan sheet dated 10/28/25.

Special Provisions Changes:

None.

Schedule of Prices Changes:

None.

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 Barry Stolz, P.E., of Hanson Professional Services Inc. at 314-942-5288.

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GOVERNING CODE AND REFERENCES:

GC-1. 2024 INTERNATIONAL BUILDING CODE
ASCE 7-22 MINIMUM DESIGN LOADS FOR BUILDING AND OTHER STRUCTURES
AISC 15TH EDITION STEEL CONSTRUCTION MANUAL
ACI 318-19 BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE
2018 NATIONAL DESIGN STANDARDS (NDS) FOR WOOD CONSTRUCTION

GC-2. DESIGN CRITERIA:
ASCE 7 BUILDING RISK CATEGORY IV

GC-3. SNOW LOAD PARAMETERS:
GROUND SNOW LOAD P_g = 20 PSF
SNOW EXPOSURE FACTOR C_e = 1.0
SNOW LOAD IMPORTANCE FACTOR I_s = 1.2
THERMAL FACTOR C_t = 1.0
SLOPED ROOF SNOW LOAD P_f = 24 PSF

SEE PLANS FOR DRIFT AND SLIDING SNOW LOADS WHERE APPLICABLE

GC-4. WIND LOAD PARAMETERS:
BASIC WIND SPEED V_{35, ULT} = 119 MPH
WIND IMPORTANCE FACTOR I_w = 1.0
WIND EXPOSURE CATEGORY EXPOSURE = C
FOR SERVICEABILITY CALCULATIONS, THE BASIC WIND SPEED = 74 MPH (SERVICE WIND SPEED BASED ON THE 10 YEAR MEAN REOCCURRENCE INTERVAL)

GC-5. SEISMIC LOAD PARAMETERS:
MAPPED SHORT SPECTRAL ACCELERATION S_s = 0.46
MAPPED 1-SEC SPECTRAL ACCELERATION S₁ = 0.15
SITE CLASS DEFINITION SITE CLASS D (DEFAULT)
SHORT SPECTRAL RESPONSE COEFFICIENT S_{ds} = 0.35
1-SEC SPECTRAL RESPONSE COEFFICIENT S_{d1} = 0.21
SEISMIC DESIGN CATEGORY SDC = D
SEISMIC IMPORTANCE FACTOR I_e = 1.50
METHOD OF ANALYSIS EQUIVALENT LATERAL FORCE PROCEDURE
SEISMIC RESPONSE COEFFICIENT C_s = 0.105
RESPONSE MODIFICATION FACTOR R = 5.0
SEISMIC FORCE RESISTING SYSTEM SPECIAL REINFORCED MASONRY SHEAR WALLS

GC-6. LIVE LOADS:
SLAB-ON-GRADE = 100 PSF
ROOF = 20 PSF

GC-7. DEAD LOADS:
STRUCTURE SELF WEIGHT (FRAMING AND DECKING)
ROOF (SUPERIMPOSED) = 5 PSF

GENERAL NOTES

G-1. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS, COORDINATES AND EXISTING CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY THE OWNER'S REPRESENTATIVE OF ANY DISCREPANCY IMMEDIATELY.

G-2. COORDINATE STRUCTURAL SHEETS WITH ALL OTHER SHEETS FOR PIPE SIZES AND LOCATIONS, BEAM POCKETS, GRATING LEDGES, BLOCK OUTS, ELECTRICAL REQUIREMENTS AND ANCHOR BOLTED ATTACHMENTS.

G-3. STRUCTURAL SYSTEM IS DESIGNED TO WORK AS A COMPLETED SYSTEM, ANY TEMPORARY SHORING OR BRACING NEEDED DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. CONTRACTOR IS RESPONSIBLE FOR ADEQUACY OF TEMPORARY SHORING.

G-4. SEE ELECTRICAL PLANS FOR ADDITIONAL SLEEVES, INSERTS, ETC.

G-5. ALL SUBTERRANEAN STRUCTURES, UTILITIES, PIPING, ETC. IN THE AREA OF ALL EXCAVATIONS TO BE LOCATED AND MARKED BY CONTRACTOR PRIOR TO EARTH REMOVAL WORK. FLAGS OR PAINT ARE ACCEPTABLE METHODS. CONTRACTOR TO MAINTAIN MARKERS UNTIL ALL EXCAVATION ACTIVITIES HAVE CEASED. COORDINATE WITH OWNER.

G-6. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ALL SITE SAFETY AND ALL ACCIDENTS WHICH RESULT IN DEATH, PERSONAL INJURY OR DAMAGE TO PROPERTY ARISING OUT OF OR IN CONNECTION WITH PERFORMANCE OF THE WORK, WHETHER ADJACENT TO OR AT THE SITE.

G-7. NO PIPES OR SLEEVES FOR MECHANICAL TRADES SHALL PASS THROUGH STRUCTURAL MEMBERS WITHOUT APPROVAL OF THE STRUCTURAL ENGINEER.

G-8. ALL SECTIONS, DETAILS AND NOTES SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR SITUATIONS ELSEWHERE UNLESS OTHERWISE SHOWN.

G-9. SHOP DRAWINGS PREPARED BY SUPPLIERS AND SUBCONTRACTORS SHALL BE REVIEWED BY THE GENERAL CONTRACTOR PRIOR TO SUBMITTING TO ARCHITECT. STRUCTURAL ENGINEER'S REVIEW SHALL BE FOR SIZES AND GENERAL CONFORMANCE WITH INFORMATION GIVEN IN CONSTRUCTION DOCUMENTS ONLY. NO WORK SHALL BE STARTED WITHOUT SUCH REVIEW. BASED ON SUCH REVIEWS, ACTIONS WILL BE NOTED FOR EACH SHOP DRAWING SUBMITTAL AS LISTED BELOW:

NO EXCEPTIONS TAKEN: FABRICATION, MANUFACTURING OR CONSTRUCTION MAY PROCEED ON THE BASIS THAT THE SUBMITTAL IS IN CONFORMANCE WITH THE DESIGN CONCEPT AND THE CONTRACT DOCUMENTS.

FURNISH AS CORRECTED: FABRICATION, MANUFACTURING OR CONSTRUCTION MAY PROCEED AFTER MAKING THE NOTED CORRECTIONS TO SATISFY COMPLIANCE WITH THE DESIGN CONCEPT AND / OR THE CONTRACT DOCUMENTS.

REVISE AND SUBMIT: NO FABRICATION, MANUFACTURING OR CONSTRUCTION MAY PROCEED. RESUBMIT FOR REVIEW AFTER REQUESTED REVISIONS ARE MADE.

SUBMIT SPECIFIED ITEM: NO FABRICATION, MANUFACTURING OR CONSTRUCTION MAY PROCEED. SUBMIT SPECIFIED ITEM TO HANSON FOR REVIEW.

REJECTED - SEE REMARKS: NO FABRICATION, MANUFACTURING OR CONSTRUCTION MAY OCCUR FOR REASONS STATED IN "REMARKS".

G-10. ALL ASTM DESIGNATIONS SHALL BE THE LATEST UNLESS NOTED OTHERWISE.

FOUNDATION:

F-1. NET ALLOWABLE SOIL BEARING PRESSURE - 2000 PSF PER MET, INC. SUBSURFACE EXPLORATION AND FOUNDATION RECOMMENDATION REPORT DATED OCTOBER 16, 2025.

F-2. ALL FOOTING EXCAVATIONS SHALL BE CLEAN AND FREE OF DEBRIS, STANDING WATER AND LOOSE SOIL AND BE INSPECTED AND APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO PLACEMENT OF CONCRETE.

F-3. NO FILL SHALL BE PLACED OVER FROZEN, MUDDY OR OTHER DELETERIOUS MATERIAL. LIFT THICKNESS SHALL BE MINIMIZED TO ALLOW EFFICIENT COMPACTION.

F-4. BACKFILL AGAINST FOUNDATION WALLS SHALL BE PLACED EVENLY ON ALL SIDES IN ORDER TO ACHIEVE GENERALLY BALANCED LOADINGS.

F-5. THE FOUNDATION CONTRACTOR SHALL FULLY REVIEW DRAWINGS AND SHALL COORDINATE WITH THE ELECTRICAL CONTRACTOR TO DEPRESS FOOTINGS AND PROVIDE PIPE SLEEVES THROUGH FOUNDATION WALLS AS NECESSARY TO ACCOMMODATE PENETRATION IN CONCRETE FOOTINGS OR FOUNDATIONS.

F-6. A LEAN CONCRETE MUD SLAB 3" TO 4" THICK SHALL BE USED IN THE FOOTING EXCAVATION IF THE BOTTOM OF THE EXCAVATION TENDS TO BECOME MUDDY AND SOFT DUE TO CONSTRUCTION ACTIVITY. LEAN CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 2,000 P.S.I.

CONCRETE:

C-1. MATERIAL PROPERTIES (U.N.O.)
• CONCRETE 28 DAY COMPRESSIVE STRENGTH - F'_c = 4,500 PSI
1. FOUNDATIONS - 4,500 PSI
2. SLABS-ON-GRADE - 4,500 PSI
• W/C RATIO <= 0.44
• CONCRETE REINFORCEMENT - F_y = 60 KSI (A706 GR 60)

C-2. PROTECTIVE COVERING FOR REINFORCEMENT BARS SHALL BE AS FOLLOWS UNLESS OTHERWISE NOTED ON THE PLANS:
• CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH = 3"
• CONCRETE EXPOSED TO EARTH OR WEATHER = 2"
• CONCRETE NOT EXPOSED TO EARTH OR WEATHER = 1 1/2"

C-3. ALL REINFORCEMENT BARS SHALL BE FABRICATED IN ACCORDANCE WITH THE LATEST CRSI MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES AND SHALL BE CLEAN AND FREE OF GREASE AND SCALING RUST.

C-4. CONTINUOUS TOP AND BOTTOM BARS, WHEN SHOWN IN SECTION ONLY, SHALL BE LAPPED AS FOLLOWS: TOP BARS NEAR MIDSPANS, BOTTOM BARS DIRECTLY OVER SUPPORTS.

C-5. A 3/4" x 3/4" CHAMFER SHALL BE PROVIDED AT THE EDGE OF ALL FINISHED WALLS.

C-6. FOR SLABS ON GRADE, PROVIDE 1/2" THICK PREMOLDED JOINT FILLER AND SEALANT TO ISOLATE THE SLAB FROM CONTACT WITH THE STRUCTURES ALONG ITS PERIMETER.

C-7. TWO #5 BARS EACH FACE SHALL BE PROVIDED DIAGONALLY AT ALL CORNERS OF WALL AND SLAB OPENINGS AND AT ALL REENTRANT CORNERS OF SLABS. BARS SHALL BE EXTENDED 24" MINIMUM BEYOND CORNERS OF THE OPENINGS. ONE #5 BAR TO BE LOCATED BETWEEN EACH CONDUIT PENETRATION IN SLABS, REFER TO ELECTRICAL DRAWINGS FOR CONDUIT LOCATIONS.

C-8. PROVIDE CONTROL OR CONSTRUCTION JOINTS IN SLAB-ON-GRADE AT 15 FEET MAXIMUM SPACES EACH DIRECTION. CONTRACTOR SHALL SUBMIT PLANS OF JOINT LOCATIONS FOR APPROVAL.

C-9. ALL CONTROL JOINTS SHALL BE SAWN.

C-10. LAP ALL BARS AS FOLLOWS U.N.O. (CLASS B):
#3 = 1'-7" #4 = 2'-1" #5 = 2'-7"
#6 = 3'-1" #7 = 4'-6" #8 = 5'-2"
#9 = 5'-10" #10 = 6'-7" #11 = 7'-4"

C-11. HOOK REINFORCEMENT BARS AT DISCONTINUOUS ENDS, TYPICAL UNLESS OTHERWISE NOTED. EXTEND REINFORCEMENT TO FAR FACE OF PEDESTALS AND / OR COLUMNS UNLESS NOTED OTHERWISE.

C-12. ALL INTERIOR SLABS-ON-GRADE TO BE EXPOSED TO VIEW IN THE FINISHED WORK SHALL RECEIVE A SMOOTH TROWEL TO FINISH UNLESS OTHERWISE NOTED. ALL EXTERIOR CONCRETE SURFACES (E.G. SLABS, STAIRS, RAMPS) SHALL BE ROUGHENED BY BROOMING IN THE DIRECTION PERPENDICULAR TO THE MAIN TRAFFIC ROUTE IMMEDIATELY AFTER TROWEL FINISHING IS COMPLETED.

C-13. FORMWORK AND SHORING OF FORMWORK SHALL BE DESIGNED BY THE CONTRACTOR.

MASONRY:

M-1. MATERIAL PROPERTIES (U.N.O.)
• COMPRESSIVE STRENGTH - F'_m = 2,000 P.S.I.
• MASONRY REINFORCEMENT - F_y = 60 KSI (A706 GR 60)
• MORTAR - TYPE S
• GROUT AT 28 DAYS - 2,500 P.S.I. (ASTM C476)

M-2. ALL CELLS WITH VERTICAL REINFORCEMENT SHALL BE GROUTED SOLID.

M-3. ALL LINTEL BEARINGS SHALL BE GROUTED TO THE FOUNDATION.

M-4. MASONRY UNITS TO BE PLACED IN ONE-HALF RUNNING BOND, UNLESS OTHERWISE NOTED.

M-5. MASONRY DESIGN BASED ON INSPECTED WORKMANSHIP.

M-6. LINTELS ARE REQUIRED AT ALL MASONRY WALL OPENINGS WITHOUT EXCEPTION. MASONRY WALL OPENINGS AND ALL LINTELS REQUIRED ARE NOT SPECIFICALLY NOTED ON THE STRUCTURAL PLANS. FOR SIZES AND LOCATION OF ALL WALL OPENINGS. REFER TO NEW VAULT BUILDING SECTIONS AND DETAILS FOR LINTEL DETAILS.

M-7. REFER TO NEW VAULT BUILDING SECTIONS AND DETAILS FOR TOP AND BOTTOM OF CMU WALL CONDITIONS.

M-8. ALL MASONRY WALLS ARE TO HAVE HORIZONTAL, 9 GAGE JOINT REINFORCEMENT WHICH DOES NOT EXCEED 16 INCHES ON CENTER VERTICALLY.

M-9. ALL REINFORCEMENT LAPS SHALL BE 50 BAR DIAMETERS UNLESS NOTED OTHERWISE.

M-10. HOLLOW MASONRY UNITS SHALL BE LAID WITH FULL HEAD JOINTS AND FULL BED JOINTS OF THE FACE SHELLS AND UNDER WEBS WHERE THE ADJACENT CELLS ARE TO BE FILLED WITH GROUT AND AT THE BOTTOM COURSE.

M-11. UNLESS OTHERWISE NOTED OR DETAILED, PROVIDE HORIZONTAL BOND BEAMS (DIAPHRAGM CHORDS) WITH 2 - #5 BARS CONTINUOUS, BENEATH ROOF MEMBER BEARING ELEVATIONS.

M-12. UNLESS OTHERWISE SCHEDULED FOR ADDITIONAL REINFORCEMENT, 8 INCH CMU WALLS, INCLUDED IN THE PLANS SHALL BE REINFORCED AS FOLLOWS:

- REINFORCE WITH #5 VERTICAL BARS AT 32" CENTERS, #5 HORIZONTAL BARS AT 48" O.C., AND HORIZONTAL JOINT REINFORCEMENT OF 2 - #9 GAGE SIDE RODS AT 16" CENTERS.
- WHERE WALL SECTION BETWEEN OPENINGS IS 32" OR LESS, REINFORCE EACH VERTICAL CELL WITH 1 - #5 BARS, FULL HEIGHT OF WALL.
- SEE TYPICAL DETAILS FOR LINTEL DETAILS.
- REINFORCED ENDS OF ALL WALLS / PIERS WITH 1 - #5 BARS VERTICAL, FULL HEIGHT AT DISCONTINUOUS ENDS, EACH SIDE OF CORNERS, AT T-INTERSECTIONS, AND AT EACH SIDE OF CONTROL JOINTS (TO PROVIDE BOUNDARY ELEMENTS FOR SHEAR WALLS / PIERS). ALSO PROVIDE DOWELS TO FOUNDATION TO MATCH SIZE AND SPACING OF WALL REINFORCEMENT.

M-13. ALL CMU CONSTRUCTION BELOW GRADE SHALL BE GROUTED SOLID.

CARPENTRY:

W-1. MATERIAL PROPERTIES (U.N.O.)
ALL LUMBER TO BE SOUTHERN YELLOW PINE NO. 1 OR SELECT STRUCTURAL. MAXIMUM MOISTURE CONTENT SHALL NOT EXCEED 19%.

W-2. ALL STRUCTURAL LUMBER SHALL BE GRADED IN ACCORDANCE WITH SOUTHERN PINE INSPECTION BUREAU.

W-3. ALL STRUCTURAL PLYWOOD SHALL BE STRUCTURAL I SHEATHING WITH 1/2" NOMINAL THICKNESS.

W-4. STRUCTURAL MEMBERS SHALL NOT BE CUT FOR PIPES, ETC. UNLESS SPECIFICALLY NOTED OR DETAILED.

W-5. 2x SOLID BLOCKING SHALL BE PLACED BETWEEN TRUSSES AT ALL SUPPORTS.

W-6. HOLES FOR BOLTS SHALL BE BORED 1/32" TO 1/16" LARGER THAN THE NOMINAL BOLT DIAMETER.

W-7. ALL BOLTS BEARING ON WOOD SHALL HAVE WASHERS UNDER HEAD AND / OR NUT.

W-8. ALL BOLTS SHALL BE RETIGHTENED PRIOR TO APPLICATION OF PLYWOOD, PLASTER, ETC.

W-9. CROSS BRIDGING SHALL BE PROVIDED AT 8'-0" CENTERS MAXIMUM FOR ALL JOISTS AND RAFTERS MORE THAN 8" IN DEPTH. USE 2x3 OR AN APPROVED METAL SWAY BRACE.

W-10. NAILING SCHEDULE (U.N.O.)

- A. THIS NAILING IS TYPICAL UNLESS OTHERWISE NOTED OR DETAILED.
- B. TYPICAL NAILS SHALL BE BOX OR COMMON WIRE NAILS.
- C. SPECIFICALLY DETAILED CONNECTIONS SHALL BE COMMON WIRE NAILS.
- D. NAILING SCHEDULE
 - RAFTERS AT ALL BEARINGS
 - PREMANUFACTURED RAFTER TIE
 - BLOCKING BETWEEN RAFTERS
 - TOE NAILS EACH SIDE, EACH END
 - PLYWOOD NAILING
 - 8d NAILS SPACED AT 6" O.C.



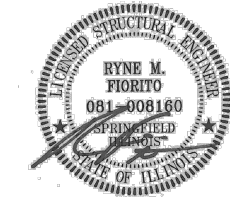
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LITCHFIELD
MUNICIPAL AIRPORT

1201 US Route 66 South
Litchfield, IL 62056
Phone: (217) 324-4731



DATE SIGNED: 9/12/2025 LICENSE EXPIRES: 11/30/2026

REPLACE AIRPORT
LIGHTING VAULT

IDA No: 3LF-5221
SBG No: 3-17-SBGP-TBD

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1	10/28/25	ADDENDUM 1		
		RF	MG	BS
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: SEPTEMBER 12, 2025
PROJECT NO: 24A0003.00
CAD FILE: E-201-VLT.DWG
DESIGN BY: RF 07/10/2025
DRAWN BY: AJC 08/04/2025
REVIEWED BY: RF 08/04/2025

SHEET TITLE

NEW VAULT
BUILDING GENERAL
NOTES

FOR BID

