



# Illinois Department of Transportation

Division of Aeronautics

1 Langhorne Bond Drive / Capital Airport / Springfield, Illinois / 62707-8415

October 28, 2013

SUBJECT: Metropolis Municipal Airport  
Metropolis, Illinois  
Massac County  
Illinois Project Number: M30-4207  
SBG Project Number: 3-17-0067-B10  
Contract No. **MP005**  
Item No. **1A**, November 8, 2013 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 Revisions

Revision to Safety Plan (Sheet 3 of Plans) to show Runway and Taxiway Closures; Revisions to Special Provisions to clarify closure responsibilities; Revisions to Sheet 5 of the Plans to identify area in which to dispose of excess unclassified excavation material.

There are NO changes to any pay items or their quantities associated with this addendum.

### To All Plan Holders:

Replace Construction Plan Sheet 3 of 19 with Revised Plan Sheet 3A, revised on 10/28/13,  
Replace Construction Plan Sheet 5 of 19 with Revised Plan Sheet 5A, revised on 10/28/13, &  
Replace Pages 2 and 3 of the Special Provisions with Revised Pages 2 and 3 (attached).

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

Bidders using computer-generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Questions on this addendum may be directed to Jeffery S. Litherland, PE of Hanson Professional Services Inc. at 618-549-0240.

## **DIVISION I –GENERAL PROVISIONS**

### **SECTION 70. LEGAL REGULATIONS AND RESPONSIBILITY TO PUBLIC**

70-10 BARRICADES, WARNING SIGNS, AND HAZARD MARKINGS. Add the following paragraphs to this section:

The Metropolis Municipal Airport has one paved runway. This project will require the temporary closure of the runway when working within 125' of the runway centerline. The project will also require the temporary closure of the taxiways.

Work within 66 feet of an active taxiway centerline shall require closure of that taxiway using barricades.

All work included in opening and closing of the taxiways and the runway, will be considered incidental to the Project and no additional compensation will be allowed.

The Contractor will notify the Airport Manager 48 hours in advance of the commencement of work which would necessitate the closing of the runway. It will be the responsibility of the Contractor to properly mark the closed runway; and, when the runway is reopened, to remove the markings. The appropriate marking for a closed runway is a cross at both ends of the runway. The legs of the cross will be 60 ft in length and 10 ft in width as shown in the Safety Plan (sheet 3). The crosses will be constructed of any suitable, locally available materials such as fabric, plywood, or other similar material. They will be held in place in a manner locally determined to be suitable. Snow fence or construction fence will not be allowed.

The Contractor will be responsible for placing barricades and/or traffic cones at the locations shown on the Construction Plans, or as directed by the Airport Manager. It will be the Contractor's responsibility to furnish and maintain the barricades equipped with red flashing or red, steady-burn lights and 20-in. sq. orange flags throughout the duration of this project. The barricades shall be IDOT Standard 701901 Type II Barricades or Drums.

When the Contractor's vehicles are on Airport property, they shall be properly marked. The markings shall consist of a 3-ft sq. flag consisting of a checkered pattern of international orange and white squares of not less than 1 ft on each side displayed in full view above the vehicle. Contractor vehicles engaged in continuous hauling operations will not be required to display a flag.

The barricades, the runway closure crosses and their maintenance will be considered as an incidental item to the contract, and no additional compensation will be allowed. Any cost of labor and equipment, which is necessary to insure safety at the Airport during the duration of the project, will be considered incidental to the contract, and no additional reimbursement for these items of work will be received.

All closures will be coordinated with the Airport Manager. The taxiways/taxilanes will be closed in accordance with the procedures set forth on the Proposed Safety Plan. Prior to re-opening the pavements to aircraft traffic the Contractor will insure the following:

1. All open holes/trenches have been backfilled.
2. All equipment has been moved to the Equipment Parking Area.
3. All trucks have their beds lowered and all cranes have their booms lowered.
4. There is no material stockpiled within the Taxiway/Taxilane Object Free Area.
5. All active pavements have been swept of foreign material.
6. All lighting circuits associated with the pavement being re-opened are active and functioning correctly.
7. Representatives of the Contractor, Airport Manager and Resident Engineer/Resident Project Representative shall inspect the pavement prior to re-opening. Anything noted will be corrected prior to re-opening.

**Add the following:**

70-27 RESERVED.

70-28 MAINTAINING OPERATION OF AIRFIELD LIGHTING AND NAVAIDS. Shut down of airfield lighting and/or Nav aids shall only be permitted during day light hours and must be coordinated with and approved by the Airport Director. All airfield lighting and navaid circuits shall be operational at night fall. The Contractor shall not leave the runway lighting, taxiway lighting, or any other airfield lighting circuit inoperable overnight. The Contractor shall provide temporary connections and any manual operations of airfield lighting to keep them in operation overnight. The Contractor shall secure, identify, and place temporary exposed wiring in conduit, duct, or unit duct to prevent electrocution and fire ignition sources in conformance with the requirements of FAA AC 150/5370-2F "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".

70-29 SITE INSPECTION. The Contractor shall be responsible for an on-site inspection prior to submitting a bid on this project. Upon receipt of a bid, it shall be assumed that the Contractor is fully familiar with the construction site.

**END OF SECTION 70**

**UTILITY NOTE**

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. **CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123.** CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER, CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. ALSO CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.

**HAUL ROUTE AND VEHICLE PARKING**

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE PROPOSED PARKING AREA WILL BE 200' X 115'. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL

**CONTRACTOR RESPONSIBILITIES**

THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON THIS SHEET. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THIS AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

THE CONTRACTOR SHALL KEEP THE RUNWAY OPEN AT ALL TIMES AND MAINTAIN CONTINUOUS TAXIWAY ACCESS TO ALL HANGARS AND ADMINISTRATIVE AREAS.

ALL WORK PERFORMED SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

NO TRENCHES OR HOLES WILL REMAIN OPEN OVERNIGHT, UNLESS LIGHTED BARRICADES ARE ERECTED.

**BARRICADES AND TRAFFIC CONES**

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY-BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**AIRCRAFT OPERATION LINE (AOA)**

THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE FLAGGED LATHE EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE LATHE LINE FOR RUNWAYS.

**SCOPE OF WORK**

THIS PROJECT CONSISTS OF CLEARING, GRUBBING, GRADING, AND DRAINAGE FOR TAXIWAY "A" EXTENSION.

**HEIGHT OF CONSTRUCTION EQUIPMENT**

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI TRUCK.

**CERTIFIED PAYROLLS**

THE RESIDENT ENGINEER CANNOT FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THE PERIOD HAVE BEEN RECEIVED.

**MATERIAL CERTIFICATION**

COMPLETED WORK CANNOT BE PLACED ON A CONSTRUCTION REPORT UNTIL ALL MATERIAL CERTIFICATIONS FOR THAT PAY ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER.

**NOTE**

ALL CONSTRUCTION/OPERATIONS ARE TO BE PERFORMED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR (AC) 150/5370-2F "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" AND AC 150/5300-13A "AIRPORT DESIGN", OR THE LATEST EDITION.

ALL CONSTRUCTION EQUIPMENT ON THE AIRPORT SHALL BE MARKED, LIGHTED AND/OR FLAGGED IN ACCORDANCE WITH AC 150/5210-5D AND 70/7460-1K, OR THE LATEST EDITION.

**PROPOSED SAFETY PLAN**

GENERAL - THE METROPOLIS MUNICIPAL AIRPORT IS COMPRISED OF ONE RUNWAY. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING OF THE RUNWAY TO COMPLETE WORK WITHIN THE RUNWAY OBSTACLE FREE ZONE. ANY TIME THE CONTRACTOR IS WORKING WITHIN 125' OF THE RUNWAY CENTERLINE (OBSTACLE FREE ZONE - OFZ), THE RUNWAY WILL BE CLOSED. THE RUNWAY WILL BE CLOSED A MAXIMUM OF 2 CALENDAR DAYS TO COMPLETE THE NECESSARY GRADING WITHIN THE OFZ, AND CLOSED ONLY DURING THE CONSTRUCTION DAY UNLESS AUTHORIZED BY THE AIRPORT MANAGER. AT THE END OF EACH CONSTRUCTION DAY THE CONTRACTOR WILL SMOOTH GRADE ALL AREAS WITHIN THE SAFETY AREA TO THE SATISFACTION OF THE RESIDENT ENGINEER AND RE-OPEN THE RUNWAY. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

IDENTIFICATION - WHEN THE CONTRACTORS VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING A PART OF THE CONSTRUCTION CREW.

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE ON A TWO-WAY RADIO CONTACT (122.80 MHZ.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE METROPOLIS MUNICIPAL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTICAL EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

**150-ENGINEER'S FIELD OFFICE NOTES**

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE FURNISHED, MAINTAINED, AND REMOVED IN ACCORDANCE WITH ITEM AR150510 "ENGINEER'S FIELD OFFICE" AS STATED ON PAGE 53 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS APRIL 1, 2012.

THE LOCATION OF THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.

THE CONTRACTOR WILL FURNISH A WIRELESS PHONE TO THE RESIDENT ENGINEER FOR HIS EXCLUSIVE USE FOR THE DURATION OF THIS PROJECT. THE RESIDENT ENGINEER WILL USE THIS PHONE FOR PROJECT BUSINESS ONLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CHARGES ASSOCIATED WITH THIS CELL PHONE.

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE PAID FOR UNDER ITEMS: AR150510 ENGINEER'S FIELD OFFICE \_\_\_\_ 1 L.S.

**EROSION CONTROL**

THIS PROJECT WILL DISTURB MORE THAN 1 ACRE OF LAND, THEREFORE A N.P.D.E.S. PERMIT WILL BE REQUIRED.

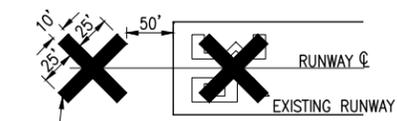
CRITICAL POINTS					
POINT #	LATITUDE (N)	LONGITUDE (W)	GROUND ELEVATION	PROPOSED EQUIPMENT HEIGHT	PROPOSED EQUIPMENT ELEVATION
1	037° 10' 54.91"	-088° 44' 58.85"	380.40	25'	405.40
2	037° 10' 54.91"	-088° 44' 59.45"	380.00	25'	405.00
3	037° 10' 54.62"	-088° 45' 00.41"	378.11	25'	403.11
4	037° 10' 49.90"	-088° 45' 00.66"	375.00	25'	400.00
5	037° 10' 48.92"	-088° 45' 00.55"	375.69	25'	400.69
6	037° 10' 38.95"	-088° 45' 00.64"	370.05	25'	395.05
7	037° 10' 41.26"	-088° 45' 01.07"	367.00	25'	392.00
8	037° 10' 45.08"	-088° 45' 01.34"	371.00	25'	396.00
9	037° 10' 47.49"	-088° 45' 01.42"	373.50	25'	398.50
10	037° 10' 52.35"	-088° 44' 57.45"	377.06	25'	402.06

**LEGEND**

- EXISTING IMPROVEMENTS
- FUTURE TAXIWAY
- EXISTING BUILDINGS
- PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
- CONTROL POINTS
- PROPOSED BARRICADES OR TRAFFIC CONES

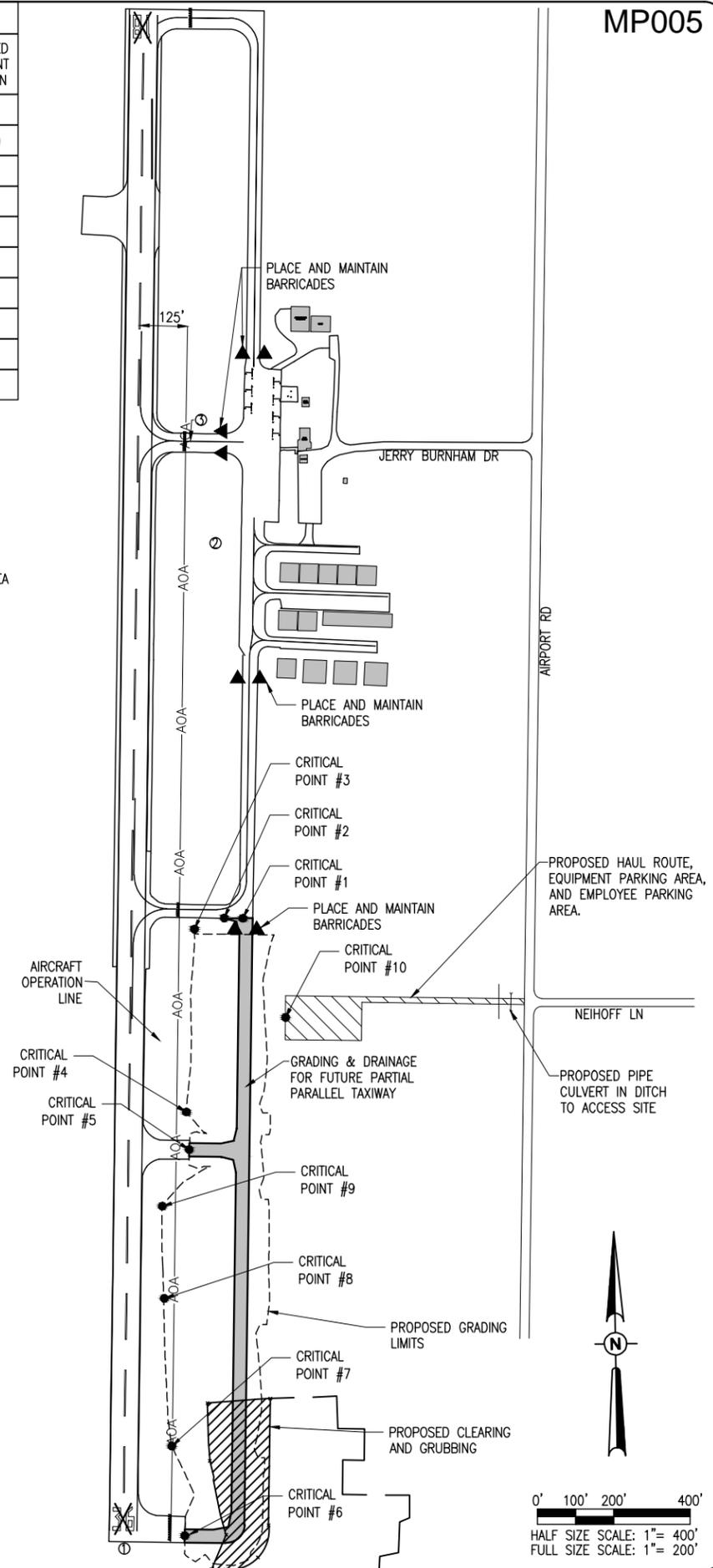
**J.U.L.I.E. INFORMATION**

COUNTY \_\_\_\_\_ MASSAC  
 CITY \_\_\_\_\_ METROPOLIS  
 TOWNSHIP \_\_\_\_\_ 15S-R4E  
 SECTION NO. \_\_\_\_\_ 27  
 ADDRESS \_\_\_\_\_ METROPOLIS MUNICIPAL AIRPORT  
 751 AIRPORT ROAD  
 METROPOLIS, ILLINOIS 62960



**NOTE:**

COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE AIRPORT MANAGER. THE CROSSES WILL BE PLACED OVER THE NUMERALS AND SECURED IN A MANNER APPROVED BY THE MANAGER. THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



MP005

DATE	REVISION
10/28/13	REVISED AS PER IDA REVIEW

**METROPOLIS MUNICIPAL AIRPORT  
 METROPOLIS, ILLINOIS**

IL PROJ.: M30-4207 S.B.G. PROJ.: 3-17-0067-B10

Hanson Project No.	12A0078
Filename	G-03-SFY.dwg
Scale	1" = 200'
Date	06/02/2013
LAYOUT	RAW
DRAWN	CWS
REVIEWED	USL
	06/03/13
	06/03/13
	09/04/13

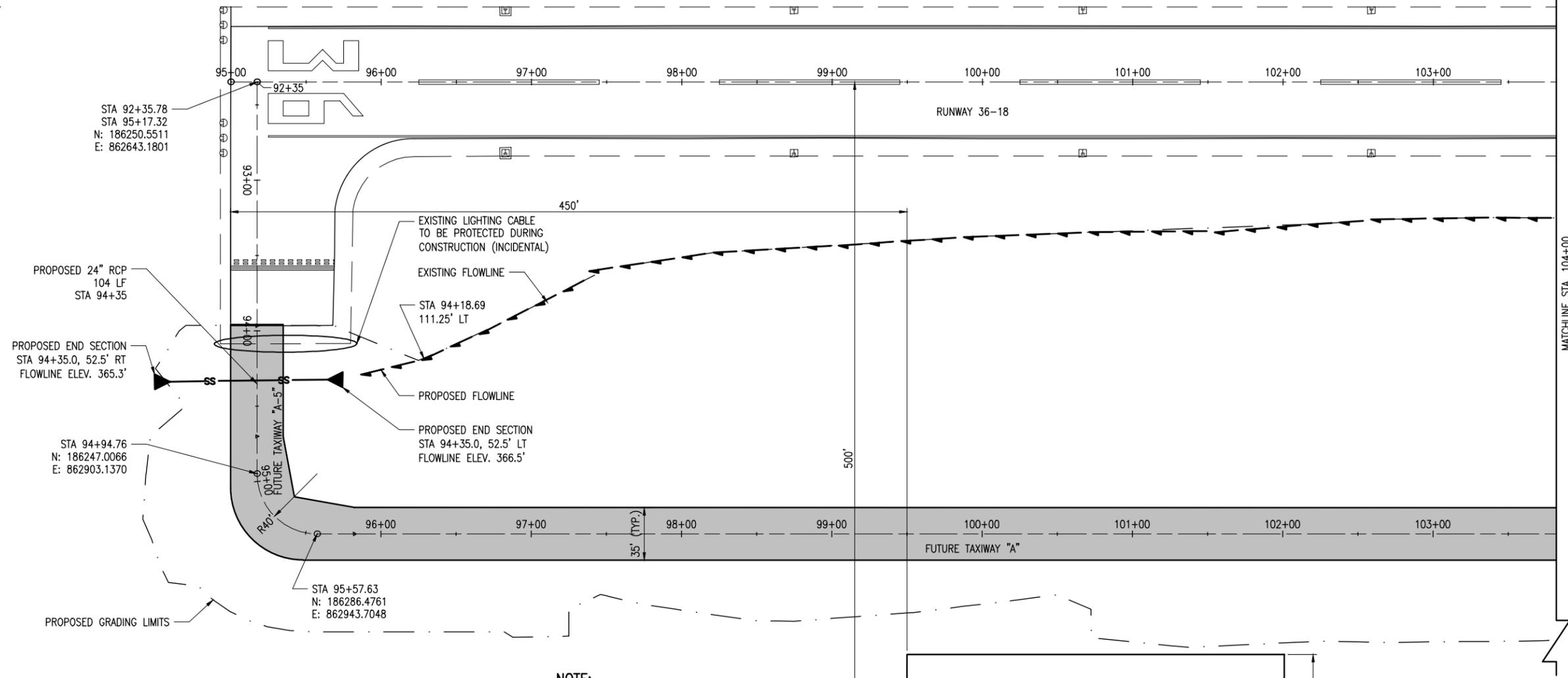
**HANSON**  
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 1525 South Sixth Street  
 Springfield, Illinois 62703-2886  
 Ph: (217) 788-2450 Fax: (217) 788-2503  
 www.hanson-inc.com  
 Office: Nationwide

**CONSTRUCT PARTIAL  
 PARALLEL TAXIWAY**

**PROPOSED  
 SAFETY PLAN**

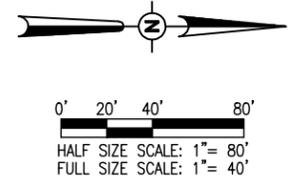
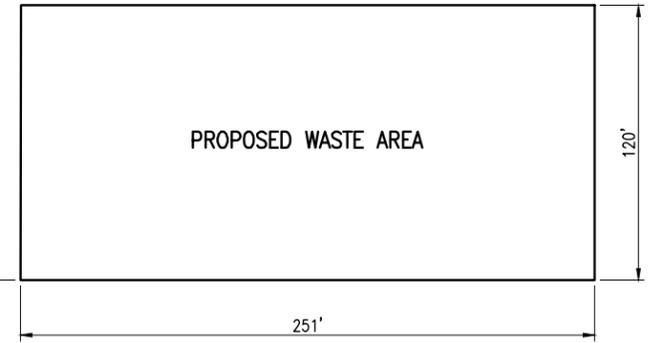
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**NOTE:**  
 THERE IS APPROXIMATELY 1600 CUBIC YARDS OF EXCESSIVE UNCLASSIFIED EXCAVATION. THIS MATERIAL WILL BE DISPOSED OF IN THE AREA SHOWN ON THIS SHEET. THE MATERIAL SHALL BE DISTRIBUTED SO AS NOT TO DISTURB OR INTERRUPT EXISTING DRAINAGE, AND SHALL INCREASE THE ELEVATION AT ANY GIVEN POINT NO MORE THAN 2 FEET. THE AREA WILL BE SEEDED AND MULCHED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, UNLESS IT IS DETERMINED THAT FARMING WILL BE CONDUCTED AND SEEDING WILL NOT BE NECESSARY. THE CONTRACTOR SHALL ALSO BE PERMITTED TO HAUL AWAY ANY EXCESS MATERIAL NOT NEEDED FOR THE CONSTRUCTION OF THE PROJECT

UP TO 5 TANDEM TRUCK LOADS WILL BE NEEDED IN AN AREA 300 FEET NORTH OF THE END OF THE RUNWAY TO FILL EXISTING CULVERT WASHES. THE DIRT WILL NEED TO BE GRADED SMOOTH AND SEEDED. THE COST TO HAUL, PLACE, GRADE AND SEED THE DIRT WILL BE INCIDENTAL TO THE CONTRACT.



- LEGEND**
- EXISTING IMPROVEMENTS
  - FUTURE IMPROVEMENTS
  - EXISTING ELECTRICAL DUCT
  - EXISTING ELECTRICAL CABLES
  - PROPOSED DRAINAGE PIPE
  - PROPOSED FLOWLINE
  - PROPOSED GRADING LIMITS
  - EXISTING DRAINAGE DITCH
  - EXISTING STAKE MOUNTED RUNWAY LIGHT
  - EXISTING BASE MOUNTED RUNWAY LIGHT
  - EXISTING STAKE MOUNTED TAXIWAY LIGHT
  - EXISTING BASE MOUNTED TAXIWAY LIGHT
  - EXISTING TAXI GUIDANCE SIGN
  - EXISTING HEADWALL
  - EXISTING END SECTIONS
  - EXISTING STAKE MOUNTED THRESHOLD LIGHT

MP005

MATCHLINE STA. 104+00

DATE	REVISION
10/28/13	REVISED AS PER IDA REVIEW

**METROPOLIS MUNICIPAL AIRPORT  
 METROPOLIS, ILLINOIS**

IL PROJ.: M30-4207 S.B.G. PROJ.: 3-17-0067-B10

Hanson Project No.	12A0078
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Scale	1:40
Date	06/02/2013
LAYOUT	JRH 06/30/13
DRAWN	JRH 06/30/13
REVIEWED	JSL 09/04/13

**HANSON**  
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**CONSTRUCT PARTIAL  
 PARALLEL TAXIWAY**

PROPOSED CONSTRUCTION  
 PLAN STA. 93+96 TO 104+00

**5A**