



Illinois Department of Transportation

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

June 1, 2026

SUBJECT: Greater Kankakee Airport
Kankakee, Illinois
Kankakee County
Illinois Project Number: IKK-5242
SBGP Project Number: 3-17-SBGP-TBD
Contract No. KA056
Item No. 05A, June 12, 2026 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:
Response to Contractor Questions.

To All Plan Holders:

1. Question:

Is all the topsoil stripping that is shown on the demolition plan part of the unclassified excavation or incidental to the topsoiling from on-site pay item? Also, where is the topsoil stockpile location for the topsoil that is to be re-spread?

Response:

Unclassified Excavation (AR152410) includes select cut and topsoil cut. The unclassified excavation that consists of topsoil shall be what is available for topsoiling (from on-site) (AR905510). Topsoil material may be stockpiled within the contractor staging area or elsewhere as prescribed in the plans and special provisions, or as directed by the resident engineer.

2. Question:

Plan Page 36, C-301 Crack Repair for Cracks less than 1" (AR201660) does not show in Summary of Quantities on Page 2, G-002. Please clarify.

Response:

References to AR201660 shall be updated to AR605541. Payment shall be made under AR605541.

3. Question:

Pages 19 and 20 of the special provisions indicate that Surface Course is supposed to be used for the Remove Replace Bituminous Pavement Type A and Type B; however, page 31 of the special provisions indicates that Base Course shall be used for them. Which is correct.

Response:

The replacement of bituminous pavement for Remove and Replace Bituminous Pavement Type A and Type B shall be in accordance with Item 403 Asphalt Mix Pavement Base Course. Payment for Rem & Rep Bit Pavement – Type A shall be made under AR401915. Payment for Rem & Rep Bit Pavement – Type B shall be made under AR401916.

Plan Changes:

C-301

Detail 2/C-301 “Crack Repair for Cracks less than 1-inch (AR201660)” to be renamed as “Crack Repair for Cracks less than 1-inch (AR605541).” The second sentence in note 6 shall be revised to “Measurement and payment shall be made under (AR605541).”

Special Provisions Changes:

101-3.17 (Page 19)

The second sentence of the second paragraph shall be replaced with “The replacement of bituminous pavement shall be in accordance with Item 403 Asphalt Mix Pavement ~~Surface~~ **Base** Course.”

101-3.18 (Page 20)

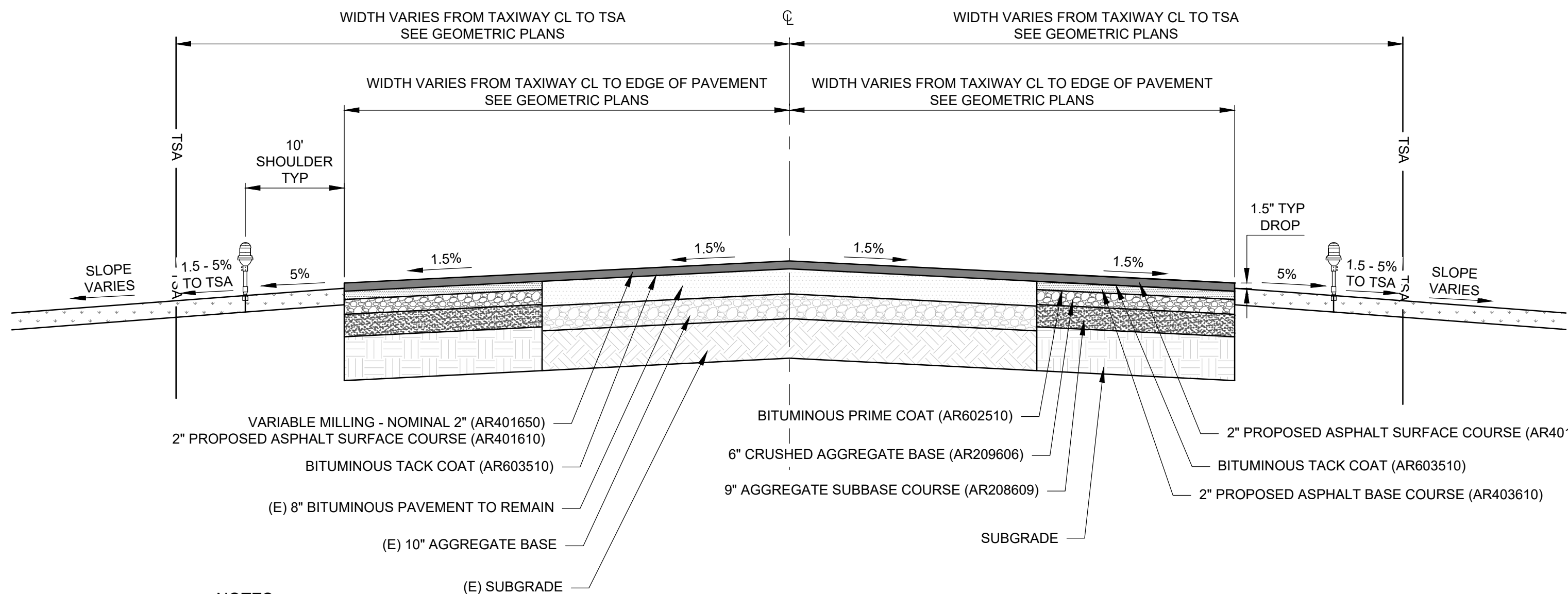
The second sentence of the second paragraph shall be replaced with “The replacement of bituminous pavement shall be in accordance with Item 403 Asphalt Mix Pavement ~~Surface~~ **Base** Course.”

Schedule of Prices Changes:

Not Applicable

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 Alyssa Steblay of Mead and Hunt at 971.394.3080.

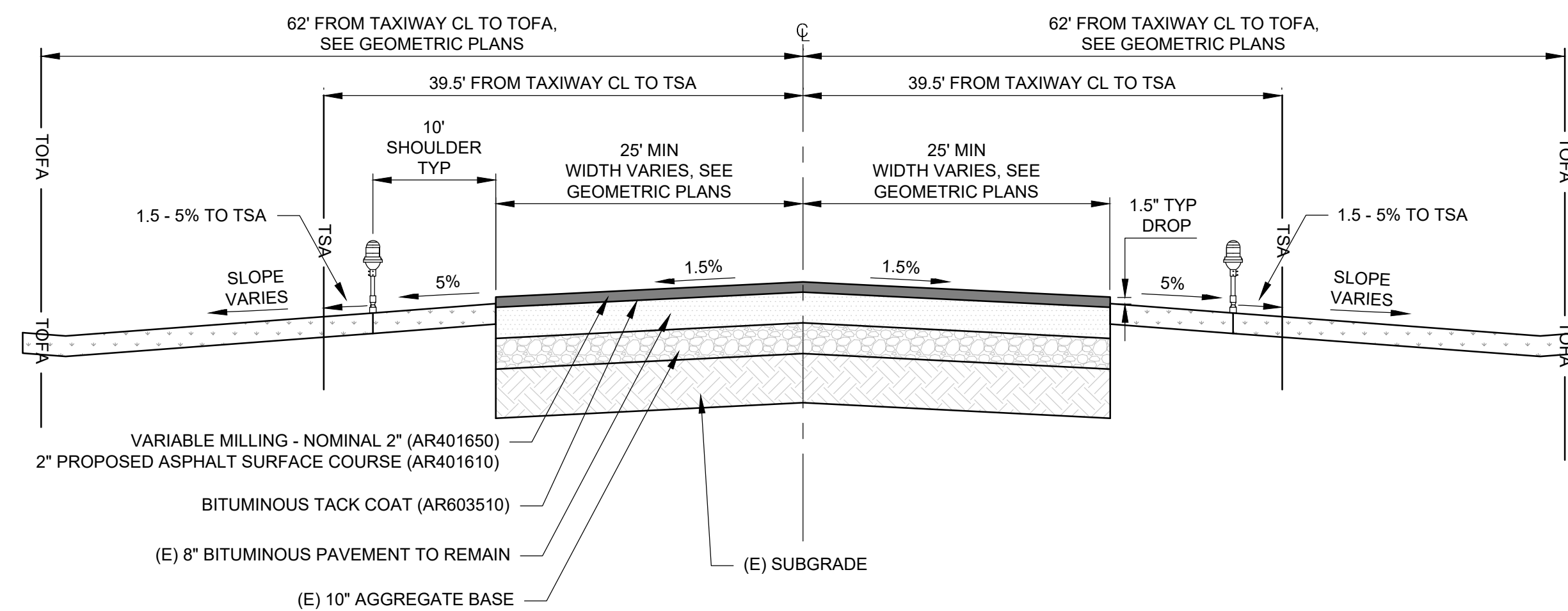


NOTES:

1. PAVEMENT SECTION DEPTH MAY HAVE MINOR THICKNESS VARIATIONS FROM THOSE INDICATED IN THE TYPICAL SECTION. THESE VARIATIONS WILL BE CONSIDERED INCIDENTAL.
2. TACK COAT IS REQUIRED BETWEEN EXISTING PAVEMENT AND NEW BITUMINOUS PAVEMENT AND BETWEEN ALL SUBSEQUENT LIFTS OF NEW BITUMINOUS PAVEMENT.
3. TO REDUCE COLD JOINTS, SURFACE COURSE SHOULD BE PLACED FOR BOTH MAINLINE PAVEMENT AND NEW FILLET PAVEMENT SIMULTANEOUSLY.

6 PROPOSED FILLET FULL PAVEMENT SECTION - TAXIWAY A3

NOT TO SCALE

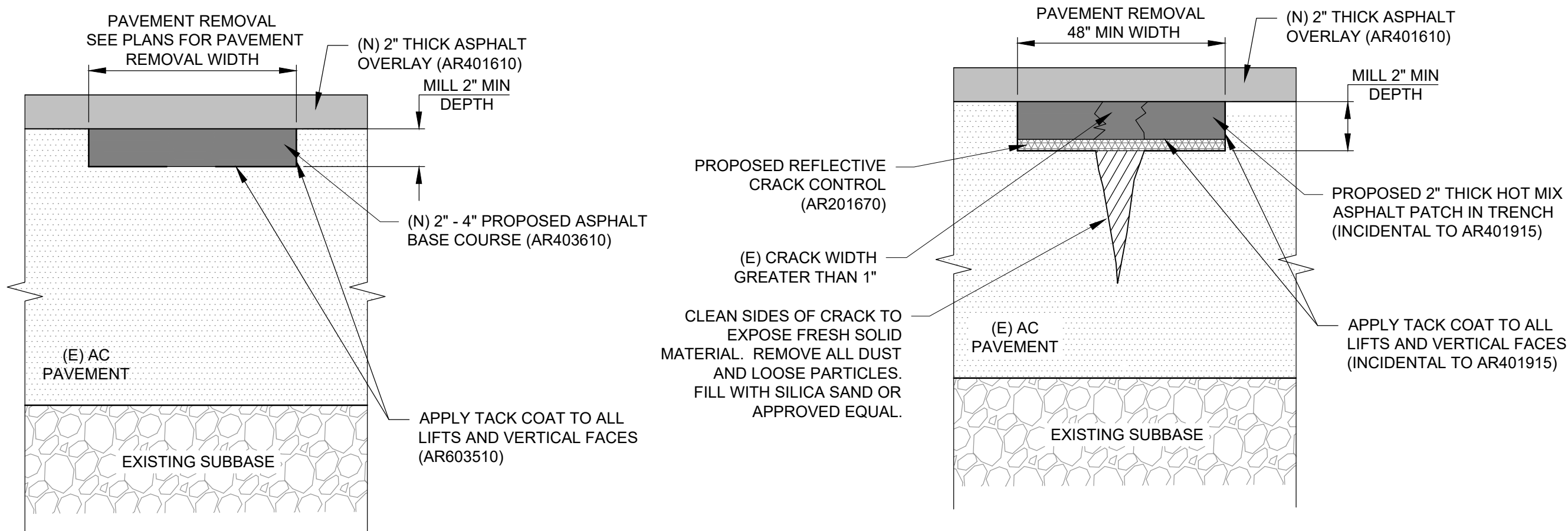


NOTES:

1. PAVEMENT SECTION DEPTH MAY HAVE MINOR THICKNESS VARIATIONS FROM THOSE INDICATED IN THE TYPICAL SECTION. THESE VARIATIONS WILL BE CONSIDERED INCIDENTAL.
2. TACK COAT IS REQUIRED BETWEEN EXISTING PAVEMENT AND NEW BITUMINOUS PAVEMENT AND BETWEEN ALL SUBSEQUENT LIFTS OF NEW BITUMINOUS PAVEMENT.

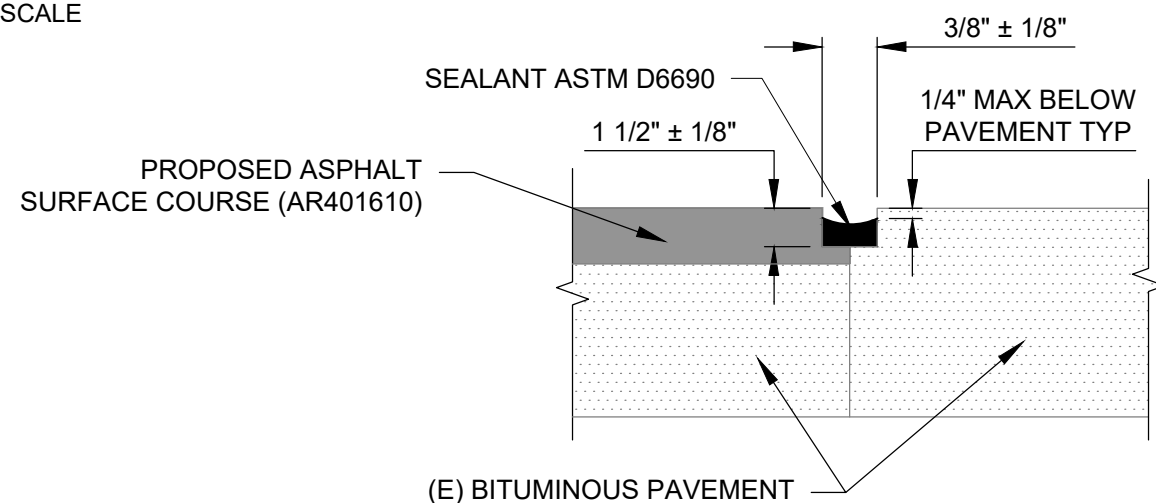
1 50' TAXIWAY (ADG II, TDG 2B) PAVEMENT SECTION - TAXIWAY A, A4, AND A5

NOT TO SCALE



9 2\"/>

NOT TO SCALE



8 SAW AND SEAL BITUMINOUS JOINTS (AR401660)

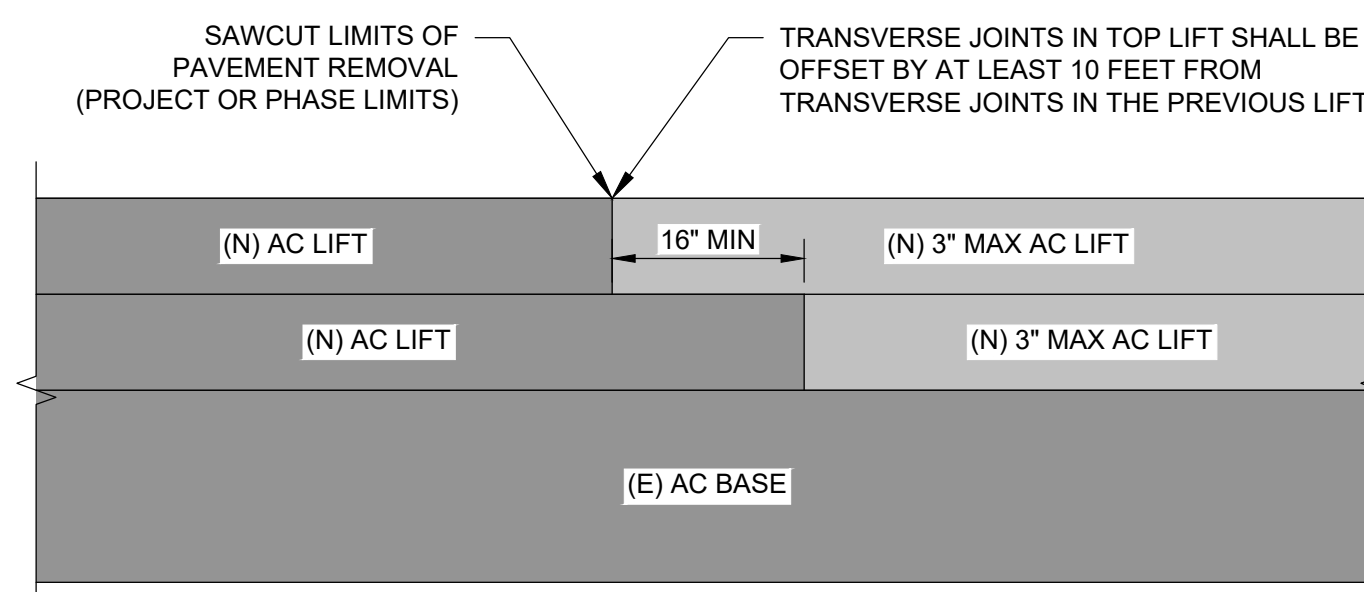
NOT TO SCALE

GENERAL NOTES:

1. DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORDS AND AIRPORT PERSONNEL. 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. THE PATCHING SHALL BE DONE ON THE MILLED SURFACE OF THE PAVEMENT.
3. PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. EXISTING MEDIUM TO HIGH SEVERITY TRANSVERSE CRACKS ARE SPACED BASED ON INFORMATION OBTAINED DURING THE SURVEY. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.
4. THIS WORK SHALL BE DETERMINED IN THE FIELD WITH THE RESIDENT ENGINEER AND AIRPORT BEFORE THE MILLING OF THE SURFACE.
5. BITUMINOUS PAVEMENT SHALL BE CONSTRUCTED IN MULTIPLE LIFTS WHERE NEEDED (MAXIMUM LIFT 3-INCH). TACK COAT SHALL BE APPLIED ON THE SIDES AND BETWEEN EACH LIFT. PRIME COAT SHALL BE APPLIED TO THE AGGREGATE BASE FOR PAVEMENT. TACK COAT AND PRIME COAT APPLICATION FOR PARTIAL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A AND FULL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B SHALL BE INCIDENTAL TO EACH RESPECTIVE WORK ITEM.
6. PAVEMENT REMOVAL AND REPLACEMENT AREAS RECEIVING SUBGRADE REPAIR SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND APPROVED BY THE RESIDENT ENGINEER. SEE SUBGRADE REPAIR DETAIL, 3/C-301.

7 PARTIAL DEPTH REMOVE & REPLACE BITUMINOUS PAVEMENT - TYPE A (AR401915)

NOT TO SCALE

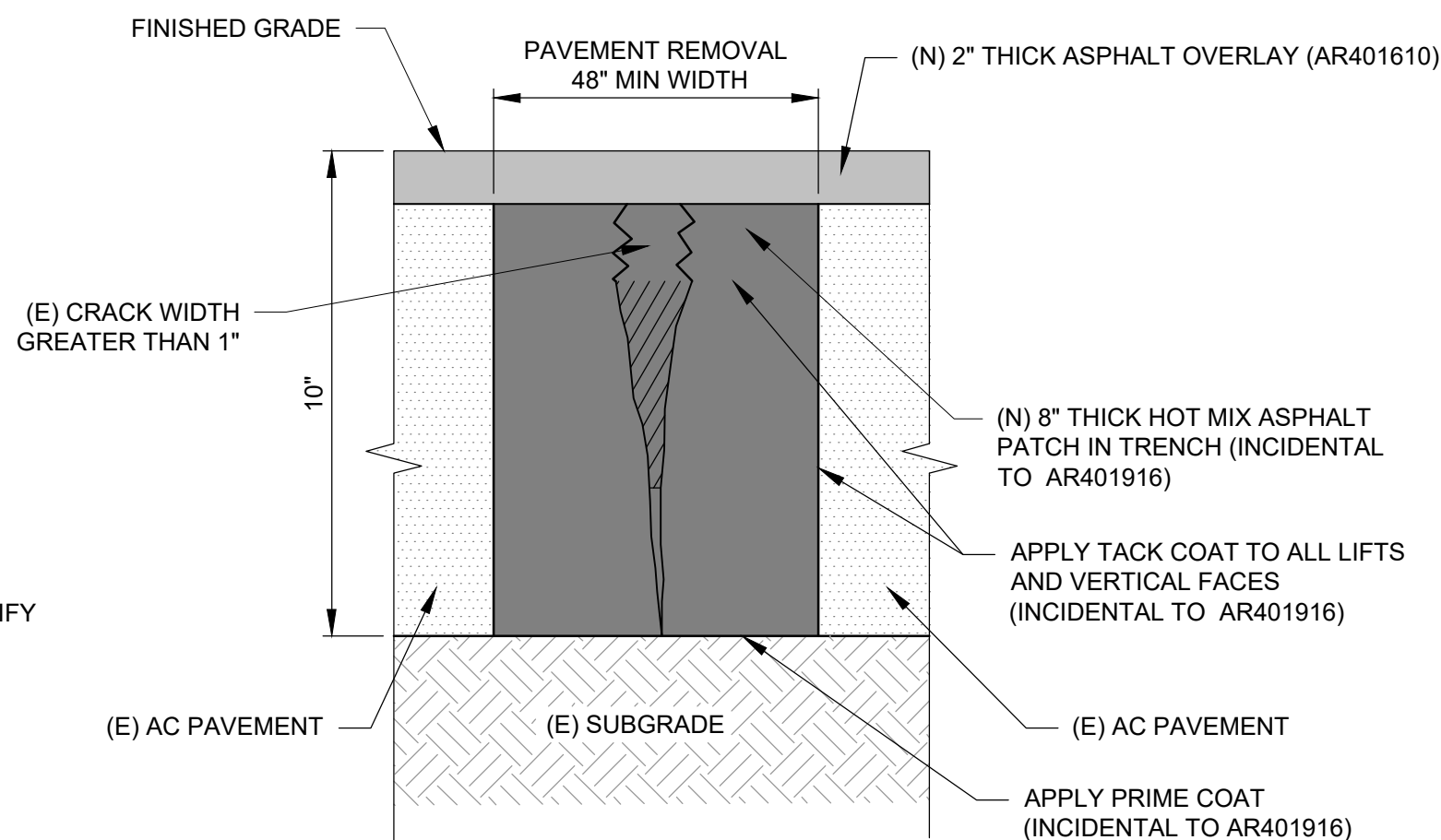


NOTE:

DETAIL ONLY APPLIES TO PHASE LIMITS AND DAILY PAVING LIMITS WHERE NEW PAVEMENT MATCHES NEW PAVEMENT.

4 TRANSVERSE PAVEMENT JOINT

NOT TO SCALE



5 FULL DEPTH REMOVE & REPLACE BITUMINOUS PAVEMENT - TYPE B (AR401916)

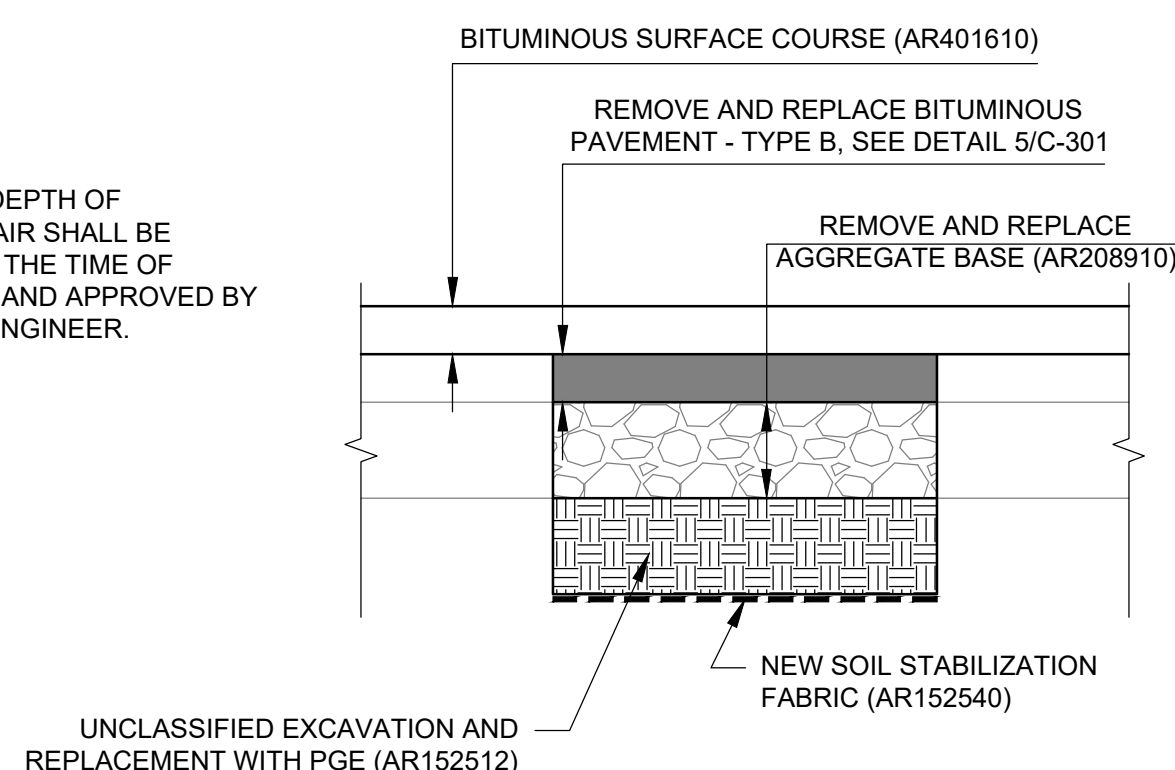
NOT TO SCALE

NOTES:

1. LOCATION AND DEPTH OF SUBGRADE REPAIR SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND APPROVED BY THE RESIDENT ENGINEER.

2 CRACK REPAIR - FOR CRACKS LESS THAN 1-INCH (AR605541)

NOT TO SCALE



3 SUBGRADE REPAIR DETAIL

NOT TO SCALE

Mead & Hunt

Mead and Hunt, Inc.
200 N LaSalle St, Suite 2715
Chicago, IL 60601
phone: 773-250-6490
meadhunt.com

© Copyright 2026 Mead & Hunt, Inc.
This document, or any portion thereof, shall not be duplicated, disclosed, or used on any other project or extension of this project except by written agreement with Mead & Hunt, Inc. Mead & Hunt shall not be responsible for any unauthorized use of, or alteration to these documents.



GREATER KANKAKEE AIRPORT
REHABILITATE TAXIWAY A -
PHASE 2
813 A EAST 4000 S ROAD
KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026
JUNE 1, 2026

SBGP NO.: 3-17-SBGP-TBD
MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: AAY
DRAWN BY: AAY
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
TYPICAL SECTIONS

DO NOT SCALE DRAWINGS

SHEET NO. 36 of 61

C-301

and shall include, at a minimum, the edge of pavement, taxiway centerline, and all grade break locations in the existing asphalt surface. The survey limits shall cover the full length and width of all milled areas and extend a minimum of 10 (ten) feet beyond the pavement edge.

The completed survey shall be submitted to the Resident Engineer in both CAD and CSV formats for review no less than seven (7) calendar days prior to the Contractor's proposed start of paving over the milled surface.

101-3.16 REMOVAL OF PIPE AND OTHER BURIED STRUCTURES

REVISE: the first paragraph:

- a) **Removal of existing pipe material.** Remove the types of pipe as specified in the contract documents. Pipe shall be removed to the demolition limits as specified in the contract documents. Pipe to remain shall be capped at the limits of demolition by methods chosen by the contractor. Pipe shall be removed under this item by methods chosen by the contractor, become property of the Contractor, and shall be legally disposed of off Airport Property. Trenches shall be backfilled with material equal to or better in quality than adjacent embankment. Trenches under paved areas must be compacted to 95% of AASHTO T 99 for areas designated for aircraft with gross weights of 60,000 pounds or less and AASHTO T 180 for areas designated for aircraft with gross weights greater than 60,000 pounds.

ADD:

- c) **Remove Underdrain Cleanout.** Underdrain Cleanout's identified for removal as shown on the demolition plans shall be completely removed under this item by methods chosen by the Contractor, become property of the Contractor, and shall be legally disposed of off Airport Property. Removal of the cleanout includes, but are not limited to cleanouts, drain rock, fabric, miscellaneous concrete, and pipe fittings. Backfill voids created by removal operations shall be backfilled with material equal or better in quality than adjacent embankment. When under paved areas must be compacted to 95% of AASHTO T 180 for areas designated for aircraft with gross weights greater than 60,000 pounds. When outside of paved areas must be compacted to 95% of AASHTO T 99.

ADD:

101-3.17 PARTIAL REMOVE AND REPLACE BITUMINOUS PAVEMENT – TYPE A

Asphalt pavement to be removed shall be sawcut to the partial depth of the asphalt pavement around the perimeter of the area to be removed, as specified in the contract documents or at locations determined by the Resident Engineer. After completion of saw cutting, the Contractor shall remove the pavement structure using methods which will allow a vertical surface along all sides of the removal area. Material obtained from removal operations shall be hauled to a disposal site off of airport property by the Contractor.

Prior to placement of Bituminous Pavement, the contractor shall apply Emulsified Asphalt Tack Coat in accordance with Item 603. The replacement of bituminous pavement shall be in accordance with Item 403 Asphalt Mix Pavement **Surface Base** Course. The replacement of pavement shall match the pavement thickness removed, with a maximum lift thickness of 3". Emulsified Asphalt Tack Coat shall also be applied between lifts as constructed. The minimum mat thickness shall be as specified in the approved mix design.

Material acceptance for asphalt shall be in accordance with 403-6.1 for Method 1 only: under 2,000 tons/pay item.

ADD:

101-3.18 FULL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT – TYPE B

Asphalt pavement to be removed shall be cut to the full depth of the asphalt pavement around the perimeter of the area to be removed, as specified in the contract documents or at locations determined by the Resident Engineer. After completion of saw cutting, the Contractor shall remove the pavement structure using methods which will allow a vertical surface along all sides of the removal area. Material obtained from removal operations shall be hauled to a disposal site off of airport property by the Contractor.

Prior to placement of Bituminous Pavement, the contractor shall apply Emulsified Asphalt Prime Coat in accordance with Item 602 and Emulsified Asphalt Tack Coat in accordance with Item 603 as shown on the plans. The replacement of bituminous pavement shall be in accordance with Item 403 Asphalt Mix Pavement **Surface Base** Course. The replacement of pavement shall match the pavement thickness removed, with a maximum lift thickness of 3". Emulsified Asphalt Tack Coat shall also be applied between lifts as constructed. The minimum mat thickness shall be as specified in the approved mix design.

Material acceptance for asphalt shall be in accordance with 403-6.1 for Method 1 only: under 2,000 tons/pay item.

METHOD OF MEASUREMENT

REVISE:

101-4.2 Joint and Crack Repair. The quantity of Joint and Crack Repair shall be measured for payment by the number of the linear foot of joint repair as specified, completed, and accepted by the Resident Engineer. This item shall include all cleaning, routing, installation of backer rod (sealant manufacturer's specifications may require installation of backer rod), and hot pour joint sealant necessary to complete repair.

REVISE:

101-4.6 Cold milling. The quantity of cold milling shall be measured for payment by the number of square yards of pavement milled by the Contractor as specified, completed, and accepted by the Resident Engineer. The location and depths of the cold milling shall be as specified in the contract documents and as shown in the variable milling plan. If the initial cut does not correct the condition, the Contractor shall re-mill the area and will be paid only once for the total depth of milling

ADD:

101-4.8 Partial Depth Remove and Replace Bituminous Pavement – TYPE A. The quantity of Partial Depth Remove and Replace bituminous pavement – Type A shall be measured by the number of square yards removed, completed and accepted by the Resident Engineer. Pavement Removal and Replacement Quantities are estimated, based on information obtained during the survey. The Resident Engineer shall layout pavement removal and replacement limits in the field during construction. This pay item shall include all saw cutting, pavement removal, emulsified tack coat, and bituminous base course necessary to complete the patch. Crack Control Material shall be quantified separately. If pavement is removed prior to confirmation of pavement removal limits by the Resident Engineer or due to negligence on the part of the Contractor, additional quantity shall not be paid for, and additional costs shall be borne by the Contractor.

ADD: