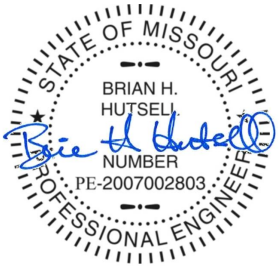
CITY OF SULLIVAN, MISSOURI
AND
SULLIVAN REGIONAL AIRPORT

ADDENDUM NO. 1

for

State Project No. 18-112B-1



Sealed Digitally August 24, 2019

CONSTRUCT 4-UNIT T-HANGAR AND 6-UNIT EXECUTIVE T-HANGAR

AUGUST 24, 2019

Prepared By:

Crawford, Murphy & Tilly
Consulting Engineers
St. Louis, Missouri

18041501.00

ADDENDUM NO. 1
CONSTRUCT 4-UNIT T-HANGAR AND 6-UNIT EXECUTIVE T-HANGAR

This addendum is herewith a part of the Contract Documents of the above issued project, and is issued to amend and supplement the August 2, 2019 construction plan drawings, proposal, contract documents and specifications.

The **CONTRACT DOCUMENTS** are revised as follows:

SECTION 1 – NOTICE TO BIDDERS:

REVISE: Paragraph 1 to read, "Sealed bids subject to the conditions and provisions presented herein will be received until 2:00 PM on **September 4,** 2019…"
CLARIFICATION: A bid opening delay to the 3rd was requested due to the proximity to the long weekend. An additional day was added to allow for next-day shipping if desired.

CLARIFICATION: Per paragraphs 2 and 3, copies of the documents are available for inspection at the locations and plan rooms shown, but contractors planning to bid the project need to acquire the hard copy documents from Crawford, Murphy & Tilly's offices for a non-refundable fee of $20.

REVISE: Contract Work Item quantities:

"1	INSTALLATION AND REMOVAL OF SILT FENCE	LF	**905**"
"3	EROSION CONTROL BLANKET	SY	**460**"
"5	4" ASPHALT PAVEMENT/4" ASPHALT TREATED BASE REMOVAL	SY	**129**"
"7	UNCLASSIFIED EXCAVATION	CY	**2,350**"
"10	7" CRUSHED AGGREGATE BASE COURSE (TAXILANES)	SY	**3,784**"
"12	4" CRUSHED AGGREGATE BASE COURSE (VEHICLE DRIVE, PARKING)"	SY	**2,108**
"13	ASPHALT MIXTURE SURFACE COURSE (4")	TON	**679**"
"14	BITUMINOUS PRIME COAT	GAL	**1,135**"
"15	BITUMINOUS TACK COAT	GAL	**443**"
"25	4' CHAIN LINK FENCE	LF	**395**"
"31	4" ASPHALT PAVEMENT/4" ASPHALT TREATED BASE REMOVAL	SY	**245**"
"32	7" CRUSHED AGGREGATE BASE COURSE (TAXILANES)	SY	**627**"
"33	ASPHALT MIXTURE SURFACE COURSE (4")	TON	**144**"
"34	BITUMINOUS PRIME COAT	GAL	**188**"
"35	BITUMINOUS TACK COAT	GAL	**94**"

DELETE: Contract Work Items 8 and 9

ADD: Contract Work Item

"**8**	**24" SUBBASE COURSE ON GEOTEXTILE (HANGARS)**	**SY**	**1,576**"

SECTION 2 – INSTRUCTION TO BIDDERS:
REVISE: Item 5, Paragraph 2 to read, "To be opened at: 2:00 PM **September 4**, 2019"

PROPOSAL FORMS – PROPOSAL FORM:
REPLACE: The existing proposal form with the new proposal form attached to this addendum.
CLARIFICATION: New items for multiple revisions to quantities and new/deleted line items on the proposal form.

ITEM P-154, SUBBASE COURSE
ADD: New specification, as attached.
CLARIFICATION: 24" of P-154 Subbase stabilization added in lieu of lime stabilization under hangar pad aggregate footprints, due to small quantity.

ITEM P-157 LIME KILN DUST TREATED SUBGRADE
DELETE: Entire specification

ITEM P-620 RUNWAY AND TAXIWAY MARKING
ADD: Section 620-2.0 under MATERIALS:
"620-2.0 BUY AMERICAN. All materials used for this work shall meet the requirements of Buy American in accordance with Title 49 U.S.C. Section 50101. A certification statement or waiver request shall be submitted by the supplier for each proposed material."

REVISE: Section 620-2.2.a Waterborne.
ADD: Sentence at end of paragraph: "Algae and mold inhibitors shall be included in the paint."
CLARIFICATION: Materials section revised to require an algaecide paint additive due to presence of excessive algae growth on airport pavements and previous pavement markings.

The **CONSTRUCTION PLANS** are revised as follows:

Sheet 7 of 34, DEMOLITION PLAN
DELETE: This sheet.
ADD: Attached sheet.
CLARIFICATION: Pavement removal associated with northernmost alternate 1 pavement shifted to the base bid.

Sheet 8 of 34, PROPOSED LAYOUT
DELETE: This sheet.
ADD: Attached sheet.
CLARIFICATION: Northernmost Alternate 1 pavement area shifted to the base bid. Gravel parking areas reduced in size.

Sheet 9 of 34, FENCE LAYOUT
DELETE: This sheet.
ADD: Attached sheet.
CLARIFICATION: Chain link fence layout revised at north end.

Sheet 21 of 34, HANGAR DETAILS
DELETE: This sheet.
ADD: Attached sheet.
CLARIFICATION: Partition sheeting revised to match 28 gage in specification. 12" Lime Stabilization replaced with 24" P-154 subbase on geotextile. P-152 arrow callout corrected to show layer beneath stabilization.

Sheet 26 of 34, SOIL EROSION & SEDIMENT CONTROL PLANS
DELETE: This sheet.
ADD: Attached sheet.
CLARIFICATION: Erosion control blanket layout revised where northernmost Alternate No. 1 pavement was shifted to the base bid. Silt fence layout revised near reduced-size aggregate parking lots.

NEW SPECIFICATION

Item P-154 Subbase Course

DESCRIPTION

154-1.1 This item shall consist of a subbase course composed of granular materials constructed on a prepared subgrade or underlying course in accordance with these specifications, and in conformity with the dimensions and typical cross-section shown on the plans.

MATERIALS

154-2.0 BUY AMERICAN. All materials used for this work shall meet the requirements of Buy American in accordance with Title 49 U.S.C. Section 50101. A certification statement or waiver request shall be submitted by the supplier for each proposed material.

154-2.1 Materials. The subbase material shall consist of hard durable particles or fragments of granular aggregates. The material may be obtained from gravel pits, stockpiles, or may be produced from a crushing and screening plant with proper blending. The materials from these sources shall meet the requirements for gradation, quality, and consistency. The material shall be free from vegetative matter, excessive amounts of clay, and other objectionable substances; uniformly blended; and be capable of being compacted into a dense, stable subbase.

The subbase material shall exhibit a California Bearing Ratio (CBR) value of at least 20 when tested in accordance with ASTM D1883. The subbase material shall meet the gradation specified in the table below.

Sealed Digitally August 24, 2019

Subbase Gradation Requirements

Sieve designation	Percentage by weight passing sieves	Contractor's Final Gradation	Job Control Grading Band Tolerances[1] (Percent)
	Subbase Aggregate		
3 inch (75 mm)	100		0
1 1/2 inch (37.5 mm)			0
3/4 inch (19.0 mm)	70-100		±10
No. 10 (2.00 mm)	20-100		±10
No. 40 (425 µm)	5-60		±5
No. 200 (75 µm)	0-10		±5

[1]The "Job Control Grading Band Tolerances" shall be applied to "Contractor's Final Gradation" to establish the job control grading band.

The portion of the material passing the No. 40 (425 µm) sieve shall have a liquid limit of not more than 25 and a plasticity index of not more than six (6) when tested in accordance with ASTM D4318.

154-2.2 Sampling and testing.

a. Aggregate base materials. Samples shall be taken by the Contractor per ASTM D75 for initial aggregate subbase requirements and gradation. Material shall meet the requirements in paragraphs 154-2.1. The Contractor shall submit to the Resident Project Representative (RPR) certified test results showing that the aggregate meets the Material requirements of this section. Tests shall be representative of the material to be used for the project.

b. Gradation requirements. The Contractor shall take at least **one** aggregate subbase sample per day in the presence of the RPR to check the final gradation. Samples shall be taken from the in-place, un-compacted material at sampling locations determined by the RPR on a random basis per ASTM D3665. Sampling shall be per ASTM D75 and tested per ASTM C136 and ASTM C117. Results shall be furnished to the RPR by the Contractor each day during construction. Material shall meet the requirements in paragraph 154-2.1.

154-2.3 Separation Geotextile. Separation geotextile shall be Class 2; 0.02 sec^{-1} permittivity per ASTM D4491; Apparent opening size per ASTM D4751 with 0.60 mm maximum average roll value.

154-2.4 Geogrid. Not used.

CONSTRUCTION METHODS

154-3.1 General. The subbase course shall be placed where designated on the plans or as directed by the RPR. The material shall be shaped and thoroughly compacted within the tolerances specified.

Granular subbases which, due to grain sizes or shapes, are not sufficiently stable to support the construction equipment without movement, shall be mechanically modified to the depth necessary to provide stability as directed by the RPR. The mechanical modification shall include the addition of a fine-grained medium to bind the particles of the subbase material sufficiently to furnish a bearing strength, so the course will not deform under construction equipment traffic.

154-3.2 Preparing underlying course. Prior to constructing the subbase course, clean the underlying course or subgrade of all foreign substances. The surface of the underlying course or subgrade shall meet specified compaction and surface tolerances in accordance with Item P-152. Correct ruts, soft yielding spots in the underlying courses, and subgrade areas having inadequate compaction and/or deviations of the surface from the specified requirements, by loosening and removing soft or unsatisfactory material, adding approved material, reshaping to line and grade, and recompacting to specified density requirements. For cohesionless underlying courses or subgrades containing sands or gravels, as defined in ASTM D2487, the surface shall be stabilized prior to placement of the overlying course by mixing the overlying course material into the underlying course, and compacting by approved methods. The finished underlying course shall not be disturbed by traffic or other operations and shall be maintained in a satisfactory condition until the overlying course is placed. The underlying course shall be checked and accepted by the RPR before placing and spreading operations are started.

To protect the subgrade and to ensure proper drainage, spreading of the subbase shall begin along the centerline of the pavement on a crowned section or on the high side of pavements with a one-way slope.

154-3.3 Control Strip. The first half-day of subbase construction shall be considered as a control strip for the Contractor to demonstrate, in the presence of the RPR, that the materials, equipment, and construction processes meet the requirements of this specification. The sequence and manner of rolling necessary to obtain specified density requirements shall be determined. The maximum compacted thickness may be increased to a maximum of 12 inches (300 mm) upon the Contractor's demonstration that approved equipment and operations will uniformly compact the lift to the specified density. The RPR must witness this demonstration and approve the lift thickness prior to full production.

Control strips that do not meet specification requirements shall be reworked, re-compacted, or removed and replaced at the Contractor's expense. Full operations shall not begin until the control strip has been accepted by the RPR. The Contractor shall use the same equipment, materials, and construction methods for the remainder of construction, unless adjustments made by the Contractor are approved in advance by the RPR.

154-3.4 Placement. The material shall be placed and spread on the prepared underlying layer by spreader boxes or other devices as approved by the RPR, to a uniform thickness and width. The equipment shall have positive thickness controls to minimize the need for additional manipulation of the material. Dumping from vehicles that require re-handling shall not be permitted. Hauling over the uncompacted base course shall not be permitted. The material shall not be placed when the underlying course is soft or yielding.

The material shall meet gradation and moisture requirements prior to compaction. Material may be free-draining and the minimum moisture content shall be established for placement and compaction of the material.

The material shall be constructed in lifts as established in the control strip, but not less than 4 inches (100 mm) nor more than 12 inches (300 mm) of compacted thickness.

When more than one lift is required to establish the layer thickness shown on the plans, the construction procedure described here shall apply to each lift. No lift shall be covered by subsequent lifts until tests verify that compaction requirements have been met. The Contractor shall rework, re-compact and retest any material placed which does not meet the specifications.

154-3.5 Compaction. The subbase material shall be compacted, adjusting moisture as necessary, to be within ±2% of optimum moisture. The field density of the compacted material shall be at least **100%** of the maximum density as specified in paragraph 154-3.9a. If the specified density is not attained, the area of the lift represented by the test shall be reworked and/or re-compacted and additional random tests made. This procedure shall be followed until the specified density is reached. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

154-3.6 Weather limitation. Material shall not be placed unless the ambient air temperature is at least 40°F (4°C) and rising. Work on subbase course shall not be conducted when the subgrade is wet or frozen or the subbase material contains frozen material.

154-3.7 Maintenance. No base or surface course shall be placed on the subbase until the subbase has been accepted by the RPR. The Contractor shall maintain the completed course in satisfactory condition throughout placement of subsequent layers. When material has been exposed to excessive rain, snow, or freeze-thaw conditions, the Contractor shall verify that materials still meet all specification requirements before placement of additional material. Equipment may be routed over completed sections of subbase course, provided the equipment does not damage the subbase course and the equipment is routed over the full width of the completed subbase course. Any damage to the subbase course from routing equipment over the subbase course shall be repaired by the Contractor at their expense.

154-3.8 Surface tolerance. In those areas on which a subbase or base course is to be placed, the surface shall be tested for smoothness and accuracy of grade and crown. Any portion lacking the required smoothness or failing in accuracy of grade or crown shall be scarified to a depth of at least 3 inches (75 mm), reshaped and re-compacted to grade until the required smoothness and accuracy are obtained and approved by the RPR. The Contractor shall perform all final smoothness and grade checks in the presence of the RPR. Any deviation in surface tolerances shall be corrected by the Contractor at the Contractor's expense.

a. Smoothness. The finished surface shall not vary more than +/- ½ inch (12 mm) when tested with a 12-foot (3.7-m) straightedge applied parallel with and at right angles to the centerline. The straightedge shall be moved continuously forward at half the length of the 12-foot (3.7-m) straightedge for the full length of each line on a 50-foot (15-m) grid.

b. Grade. The grade and crown shall be measured on a 50-foot (15-m) grid and shall be within +/- 0.05 feet (15 mm) of the specified grade.

154-3.9 Acceptance sampling and testing. The aggregate base course shall be accepted for density and thickness on an area basis. Two test shall be made for density and thickness for each **1200 square yards**. Sampling locations will be determined on a random basis per ASTM D3665.

a. Density. The Contractor's laboratory shall perform all density tests in the RPR's presence and provide the test results upon completion to the RPR for acceptance.

Each area shall be accepted for density when the field density is at least **100%** of the maximum density of laboratory specimens compacted and tested per ASTM **D698**. The in-place field density shall be determined per ASTM D1556 or ASTM D6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938. If the specified density is not attained, the area represented by the failed test shall be reworked and/or recompacted and two additional random tests made. This procedure shall be followed until the specified density is reached. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

When the material has greater than 30 percent retained on the ¾ inch (19.0 mm) sieve, use methods in ASTM D698 and the procedures in AASHTO T180 Annex for correction of maximum dry density and optimum moisture for oversized particles.

b. Thickness. The thickness of the base course shall be within +0 and -1/2 inch (12 mm) of the specified thickness as determined by depth tests taken by the Contractor in the presence of the RPR for each area. Where the thickness is deficient by more than 1/2-inch (12 mm), the Contractor shall correct such areas at no additional cost by scarifying to a depth of at least 3 inches (75 mm), adding new material of proper gradation, and the material shall be blended and recompacted to grade. The Contractor shall replace, at his expense, base material where depth tests have been taken.

METHOD OF MEASUREMENT

154-4.1 Subbase course shall be measured by the number of square yards of of subbase course material placed and compacted to specified density and plan thickness requirements in the completed course. The quantity of subbase course material shall be measured in final position based upon depth tests as directed by the RPR, at the rate of two test per each 1200 square yards of subbase course**.** On individual depth measurements, thicknesses more than 1/2 inch (12 mm) in excess of that shown on the plans shall be considered as the specified thickness plus 1/2 inch (12 mm) in computing the yardage for payment. Subbase materials shall not be included in any other excavation quantities.

154-4.2 Separation geotextile shall not be measured directly for materials placed and accepted by the RPR as complying with the plans and specifications excluding seam overlaps and edge anchoring, but shall be considered incidental to the subbase course pay item.

BASIS OF PAYMENT

154-5.1 Payment shall be made at the contract unit price per square yard for subbase course on separation geotextile – class 2. This price shall be full compensation for furnishing all materials; for all preparation, hauling, and placing of these materials; and for all labor, equipment, tools, and incidentals necessary to complete the item.

154-5.2 No direct payment shall be made for the separation geotextile. It shall be considered incidental to the subbase course pay item.

Payment will be made under:

Item P-154-5.1	24” Subbase Course on Geotextile (Hangars) - per square yard

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM C117	Standard Test Method for Materials Finer than 75-µm (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C136	Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates
ASTM D75	Standard Practice for Sampling Aggregates
ASTM D698	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400 ft-lbf/ft^3 (600 kN-m/m^3))
ASTM D1556	Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method

ASTM D1557	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/ft^3 (2,700 kN-m/m^3))
ASTM D2487	Standard Practice for Classification of Soils for Engineering Purposes (Unified Soil Classification System)
ASTM D4253	Standard Test Methods for Maximum Index Density and Unit Weight of Soils Using a Vibratory Table
ASTM D4759	Practice for Determining the Specification Conformance of Geosynthetics
ASTM D4318	Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D6938	Standard Test Method for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)

American Association of State Highway and Transportation Officials (AASHTO)

M 288	Geotextile Specification for Highway Applications

END OF ITEM P-154

REVISED BID FORM

ADDENDUM NO. 1
PROPOSAL FORM
CITY OF SULLIVAN
State Block Grant Project No. **18-112B-1**

TO: City Administrator

The undersigned, in compliance with the request for bids for construction of the following Project:

CONSTRUCT 4-UNIT T-HANGAR AND 6-UNIT EXECUTIVE T-HANGAR:

hereby proposes to furnish all labor, permits, material, machinery, tools, supplies and equipment to faithfully perform all work required for construction of the Project in accordance with the project manual, project drawings and issued Addenda within the specified time of performance for the following prices:

BASE BID						
BID ITEM	SPEC. NO.	ITEM DESCRIPTION	APPROX. QTY AND UNITS		UNIT PRICE	EXTENSION
X	XXXXX	EXAMPLE	109 Each	Words	Twenty one and 55/100	Two thousand three hundred forty eight and 95/100
				Numerals	$21.55	$2,348.95
1	C-102-5.1A	Installation and Removal of Silt Fence	905 LF	Words		
				Numerals		
2	C-102-5.1B	Installation and Removal of Inlet Protection	4 EA	Words		
				Numerals		
3	C-102-5.1C	Erosion Control Blanket	460 SY	Words		
				Numerals		
4	C-105	Mobilization (8% Limit)	1 Lump Sum	Words		
				Numerals		
5	P-101-5.1	4” Asphalt Pavement/4” Asphalt Treated Base Removal	129 SY	Words		
				Numerals		

6	P-101-5.2	Chain Link Fence Removal	431 LF	Words		
				Numerals		
7	P-152-4.1	Unclassified Excavation	2,350 CY	Words		
				Numerals		
8	P-154-5.1	24” Subbase Course on Geotextile (Hangars)	1,576 SY	Words		
				Numerals		
9	P-208-5.1	7” Crushed Aggregate Base Course (Taxilanes)	3,784 SY	Words		
				Numerals		
10	P-208-5.2	6” Crushed Aggregate Base Course (Hangars)	1,624 SY	Words		
				Numerals		
11	P-208-5.2	4” Crushed Aggregate Base Course (Vehicle Drive, Parking)	2,108 SY	Words		
				Numerals		
12	P-403-8.1	Asphalt Mixture Surface Course (4”)	679 TON	Words		

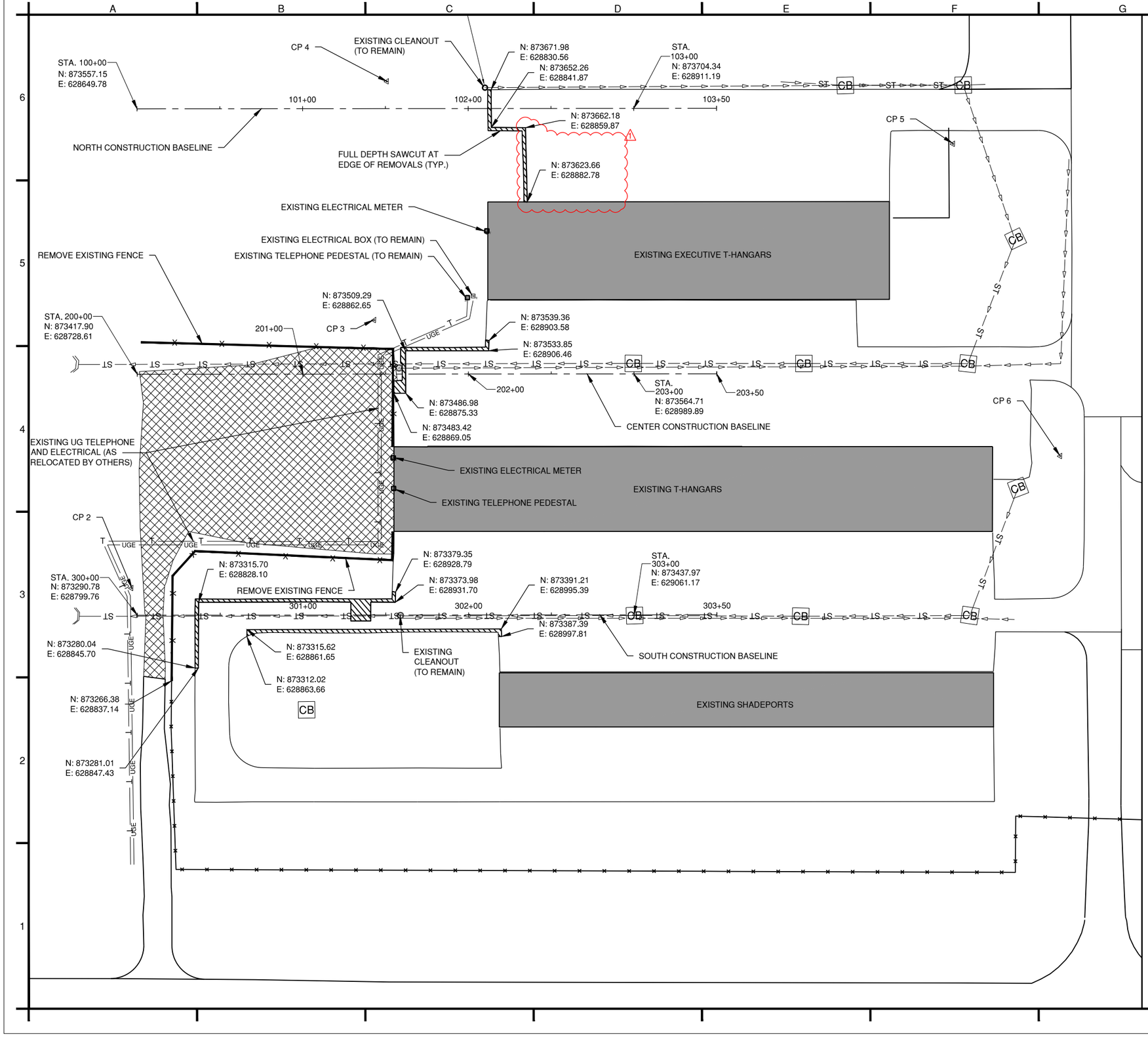
13	P-602-5.1	Bituminous Prime Coat	1,135 GAL	Words		
				Numerals		
14	P-603-5.1	Bituminous Tack Coat	443 GAL	Words		
				Numerals		
15	P-620-5.1	Pavement Marking, Yellow with Reflective Media	373 SF	Words		
				Numerals		
16	P-620-5.2	Pavement Marking, Black	746 SF	Words		
				Numerals		
17	D-701-5.1	12” Reinforced Concrete Pipe – Class IV	66 LF	Words		
				Numerals		
18	D-705-5.1	4” Perforated Underdrain Pipe	488 LF	Words		
				Numerals		
19	D-705-5.2	Underdrain Cleanout	4 EA	Words		
				Numerals		

20	D-705-5.3	Underdrain, Connect to Existing Structure	3 EA	Words		
				Numerals		
21	D-751-5.1	Type I Precast Drop Inlet – In Turf	3 EA	Words		
				Numerals		
22	D-751-5.2	Type II Drop Inlet – In Pavement	1 EA	Words		
				Numerals		
23	D-751-5.3	Manhole	2 EA	Words		
				Numerals		
24	F-162-5.1	4’ Chain Link Fence	395 LF	Words		
				Numerals		
25	F-162.5-2	Pedestrian Gates	2 EA	Words		
				Numerals		
26	T-901-5.1	Seeding	0.1 AC	Words		
				Numerals		

27	T-908-5.1	Mulching	0.1 AC	Words		
				Numerals		
28	13000.1.13.1	Pre-Engineered 4-Unit T-Hangar	1 Lump Sum	Words		
				Numerals		
29	13000.1.13.2	Pre-Engineered 6-Unit Executive T-Hangar	1 Lump Sum	Words		
				Numerals		
TOTAL BASE BID				Words		
				Numerals		

ALTERNATE NO. 1 – PAVE ISLANDS						
BID ITEM	SPEC. NO.	ITEM DESCRIPTION	APPROX. QTY AND UNITS		UNIT PRICE	EXTENSION
30	P-101-5.1	4” Asphalt Pavement/4” Asphalt Treated Base Removal	245 SY	Words		
				Numerals		
31	P-208-5.1	7” Crushed Aggregate Base Course (Taxilanes)	627 SY	Words		
				Numerals		
32	P-403-8.1	Asphalt Mixture Surface Course (4”)	144 TON	Words		
				Numerals		
33	P-602-5.1	Bituminous Prime Coat	188 GAL	Words		
				Numerals		
34	P-603-5.1	Bituminous Tack Coat	94 GAL	Words		
				Numerals		
TOTAL ALTERNATE NO. 1				Words		
				Numerals		
TOTAL BASE BID + ALTERNATE NO. 1				Words		
				Numerals		

REVISED CONSTRUCTION PLAN SHEETS



0 30 60 Feet

LEGEND

- EXISTING HMA PAVEMENT REMOVAL
- EXISTING CHAIN LINK FENCE REMOVAL
- FULL DEPTH AGGREGATE DRIVE REMOVAL
- NORTHING / EASTING
- CONTROL POINT
- ST — EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- CB — EXISTING CATCH BASIN

UNDERGROUND UTILITY NOTES:

1. THE LOCATION OF ALL UTILITIES SHOWN ON THESE PLANS IS TAKEN FROM THE BEST AVAILABLE RECORDS. THE ENGINEER AND AIRPORT SHALL NOT BE RESPONSIBLE FOR ANY OMISSION OR VARIATION FROM THE LOCATION SHOWN. THE CONTRACTOR SHALL CONTACT THE AIRPORT MAINTENANCE DEPARTMENT, FAA AIRWAY FACILITIES, AND OTHER UTILITY LOCATORS REQUIRED TO IDENTIFY AND LOCATE EXISTING UTILITIES AT THEIR OWN EXPENSE. UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS AND, THEREFORE, THEIR LOCATIONS SHALL BE CONSIDERED AS APPROXIMATE ONLY. THERE MAY BE OTHER UTILITIES, THE EXISTENCE OF WHICH IS AT PRESENT NOT KNOWN. VERIFICATION OF THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN OR NOT SHOWN SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. ALL WORK SHALL BE COORDINATED WITH AIRPORT PERSONNEL, INCLUDING DATES OF CONSTRUCTION AND PROPOSED CONSTRUCTION METHODS FOR DETERMINING EXISTING CABLE AND UTILITY LOCATIONS.
3. IN ADVANCE OF THEIR OPERATION, THE CONTRACTOR SHALL EXPOSE, BY WHATEVER MEANS NECESSARY, INCLUDING HAND DIGGING, ANY EXISTING UTILITY THAT MAY BE IN CONFLICT PRIOR TO ADVANCING THEIR OPERATION TO THAT POINT AT NO ADDITIONAL COST TO THE OWNER.

PROJECT CONTROL POINTS			
CONTROL POINT NUMBER	COORDINATES NORTHING	COORDINATES EASTING	ELEVATION
2	873303.23	628788.53	912.79
3	873516.10	628837.08	915.15
4	873645.39	628773.26	915.11
5	873780.03	629089.75	915.79
6	873647.55	629238.49	915.31

BRIAN H. HUTSELL NUMBER PE-2007002803 STATE OF MISSOURI PROFESSIONAL ENGINEER

Sealed Digitally August 24, 2019

SULLIVAN MISSOURI

REVISION	DESCRIPTION	DATE	APPROVED
1	ADDENDUM 1	8/24/19	BHH

Designed by: RAB
Drawn by: CMT
Plot Date: 24-Aug-19 13:44
Plot By: Brian Hutsell
Project Size: Arch E Sheet 22"x34"
File Name: C-1100_DEMOLITION PLANS.DWG
Airfield Project No.: 18-112B-1
CMT Project No.: 1804150.00
Approved by: BHH
Chk by: BHH
Project Date: 8/2/19
Plot Scale:

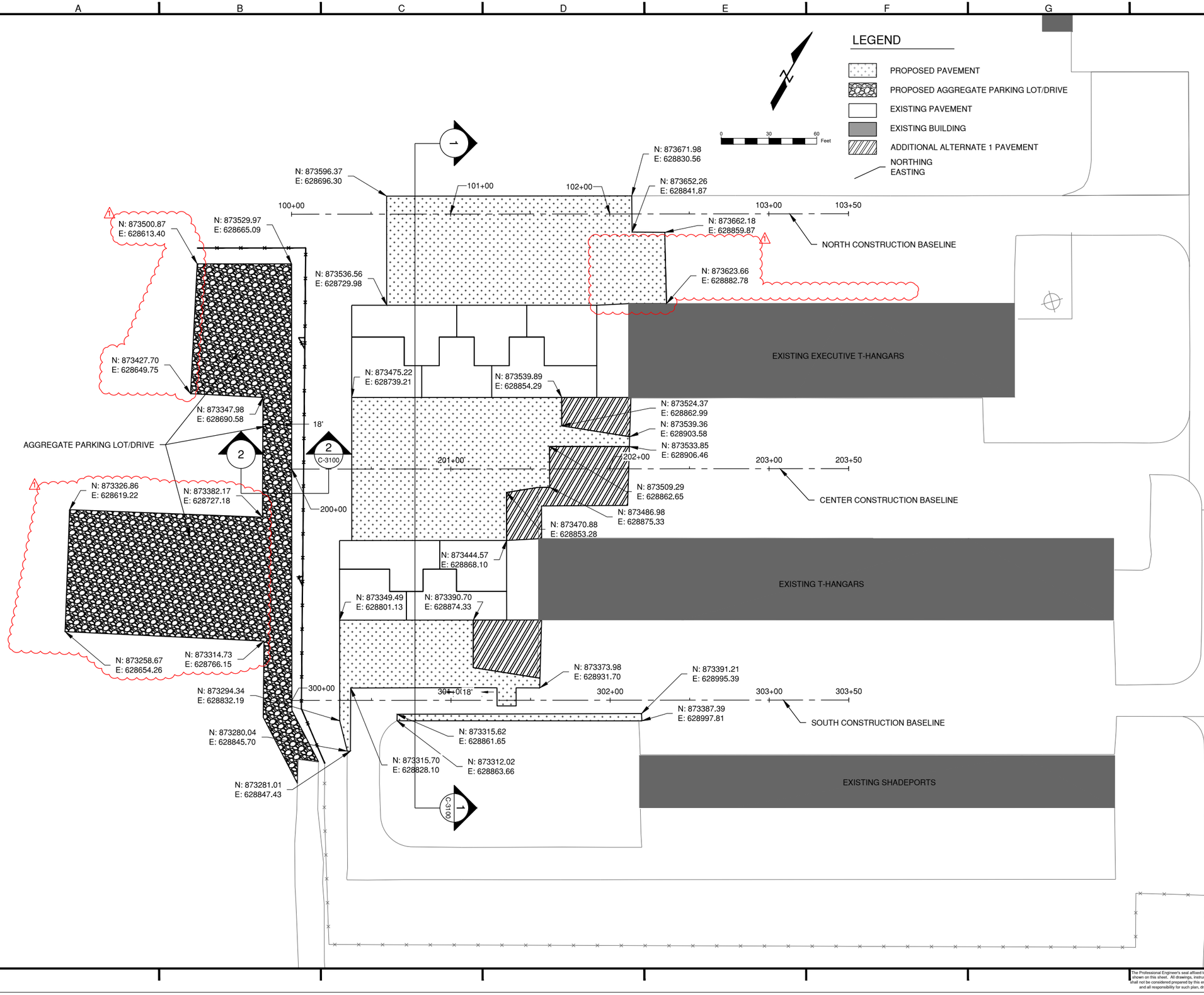
FRANKLIN COUNTY, MISSOURI
SULLIVAN REGIONAL AIRPORT
1249 AIRPORT ROAD
SULLIVAN, MO 63080

CMT
CRAWFORD, MURPHY & TILLY, INC.
ONE MEMORIAL DRIVE, SUITE 500
ST. LOUIS, MISSOURI 63102
(314) 436-5500 | www.cmtengr.com
MO Prof. Engineering #000631

PROJECT NO. 18-112B-1
CONSTRUCT T-HANGARS

DEMOLITION PLAN

18-112B-1
Sheet 7 of 34
Drawing: C-1100
VOL. 1 of 1



SULLIVAN MISSOURI

NO.	REVISION	DESCRIPTION	DATE	APPROVED
1	ADDENDUM 1		8/24/19	BHH

Designed by: RAB
Drawn by: GMT
Checked by: BHH
Approved by: BHH
Plot Date: 24-Aug-19 13:44
Plotted by: Brian Hutsell
Project Size: ANSI B Sheet 22"x34"
File Name: C-1200_PAVEMENT_LAYOUT_PLANS.DWG
Project Date: 8/2/19
Plot Scale:
Airfield Project No.: 18-112B-1
CMT Project No.: 1804150-00

FRANKLIN COUNTY, MISSOURI
SULLIVAN REGIONAL AIRPORT
1249 AIRPORT ROAD
SULLIVAN, MO 63080

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ONE MEMORIAL DRIVE, SUITE 500
ST. LOUIS, MISSOURI 63102
(314) 436-5500 | www.cmtengr.com
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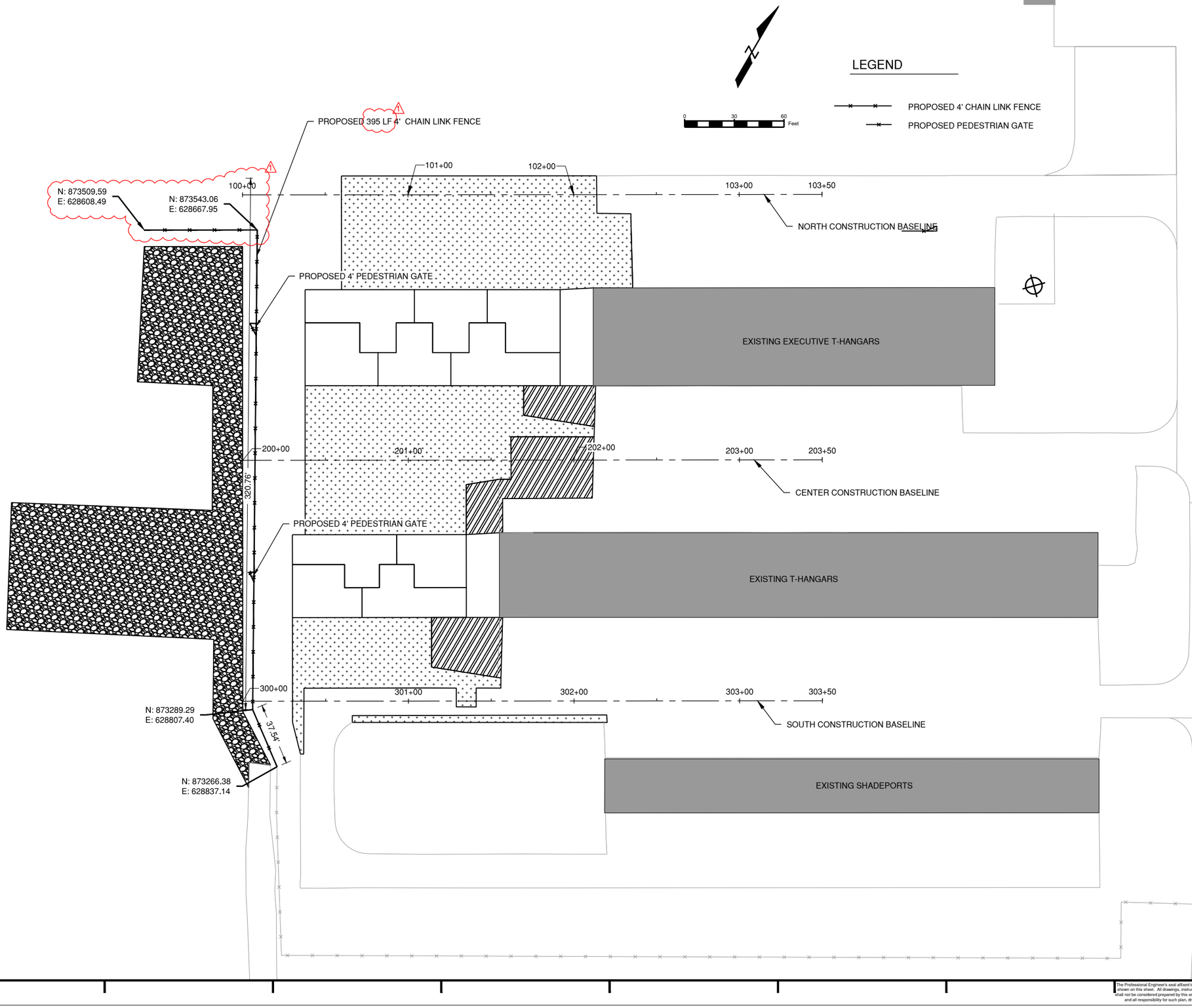
PROJECT NO. 18-112B-1
CONSTRUCT T-HANGARS

PROPOSED LAYOUT

STATE OF MISSOURI
BRIAN H. HUTSELL
NUMBER PE-2007002803
PROFESSIONAL ENGINEER
Sealed Digitally August 24, 2019

18-112B-1
Sheet 8 of 34
Drawing: C-1200
VOL. 1 of 1



REVISION	DESCRIPTION	DATE	APPROVED
1	ADDENDUM 1	8/24/19	BHH

Designed by: RAB
Drawn by: GMT
Checked by: BHH
Approved by: BHH
Plot Date: 24-Aug-19 13:44
Plotted by: Brian Hutsell
Project Size: Arch E Sheet 22"x34"
File Name: C-1201 FENCE PLAN.DWG
Airfield Project No.: 18-112B-1
CMT Project No.: 1804150-00
Project Date: 8/2/19
Plot Scale:

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PROJECT NO. 18-112B-1
CONSTRUCT T-HANGARS

FENCE LAYOUT PLAN

18-112B-1
Sheet 9 of 34
Drawing: C-1201
VOL. 1 of 1

STATE OF MISSOURI
BRIAN H. HUTSELL
NUMBER PE-2007002803
PROFESSIONAL ENGINEER
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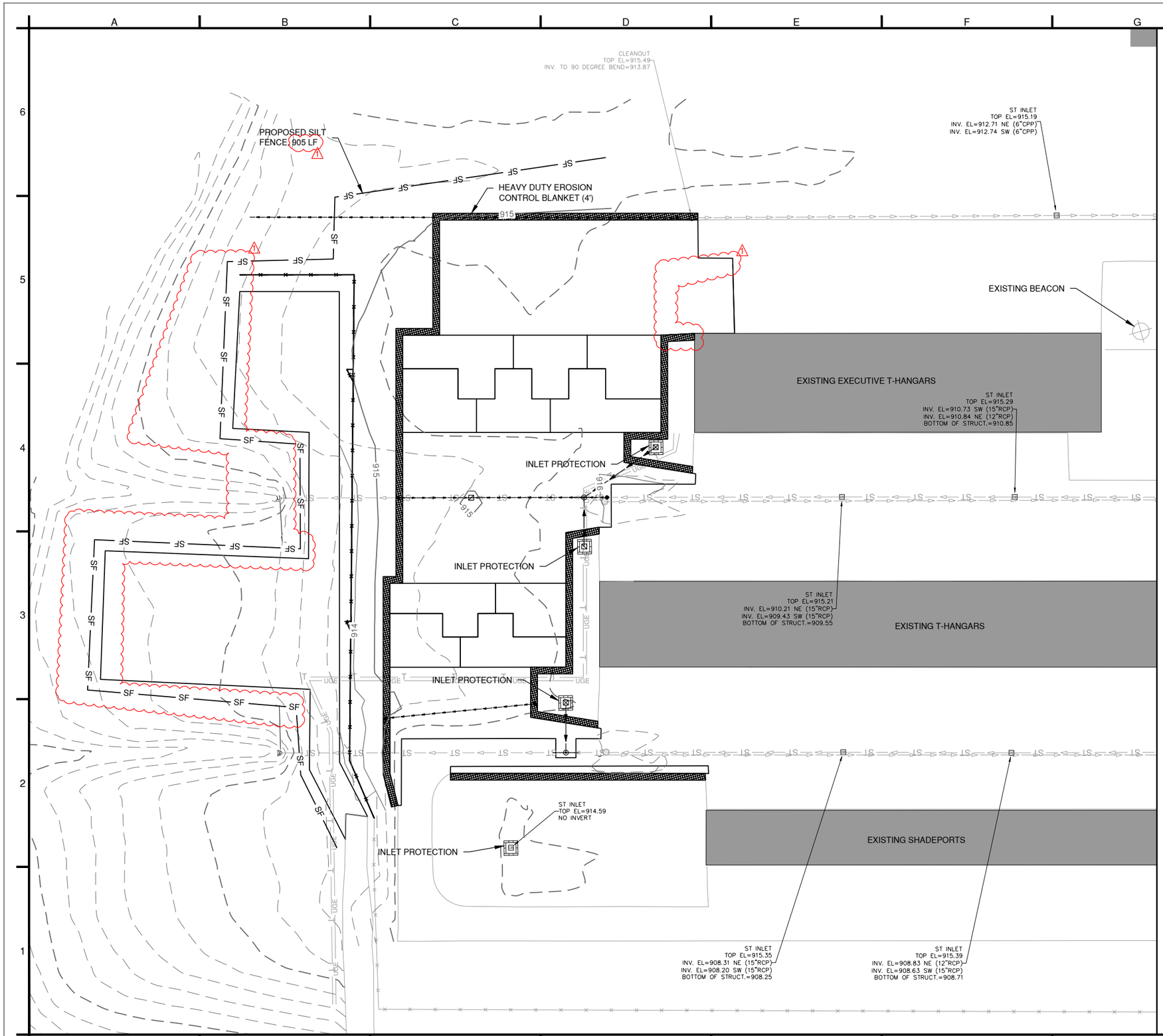

N

0 30 60 Feet

LEGEND

- PROPOSED INLET PROTECTION
- SF — SILT FENCE
- 915 — PROPOSE CONTOUR
- 915 — EXISTING CONTOUR
- HEAVY DUTY EROSION CONTROL BLANKET (4')

SULLIVAN MISSOURI

REVISION	DESCRIPTION	DATE	APPROVED
1	ADDENDUM 1	8/24/19	BHH

CONTROL PLANS.DWG

Designed by: RAB
Drawn by: GMT
Plot Date: 24-Aug-19 13:44
Plot By: Brian Hassell
Paper Size: ARCH D Sheet 22"x34"
File Name: C-1800 EROSION AND SEDIMENT
Airfield Project No.: 18-112B-1
CMT Project No.: 1804150-00
Approved by: BHH
Chk by: BHH
Project Date: 8/2/19
Plot Scale:

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PROJECT NO. 18-112B-1
CONSTRUCT T-HANGARS

SOIL EROSION & SEDIMENT CONTROL PLANS

STATE OF MISSOURI
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NUMBER PE-2007002803
PROFESSIONAL ENGINEER
Sealed Digitally August 24, 2019

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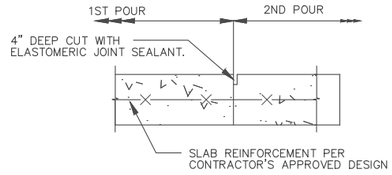
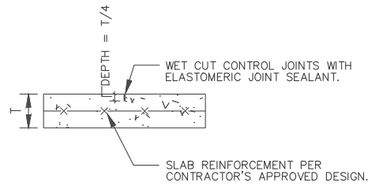
Sheet 21 of 34
Drawing: C-1800
VOL. 1 of 1



CONSTRUCTION JOINT
NTS



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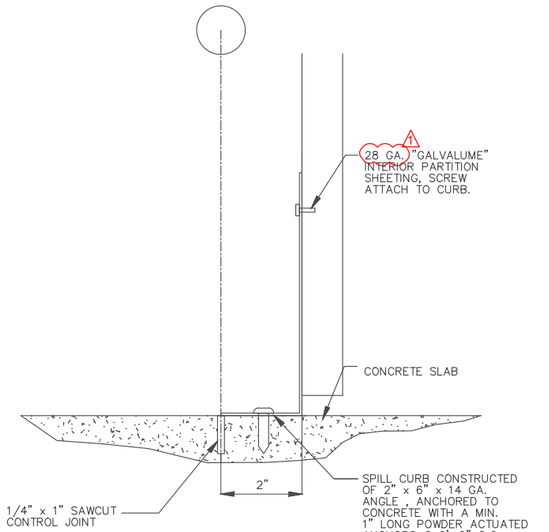
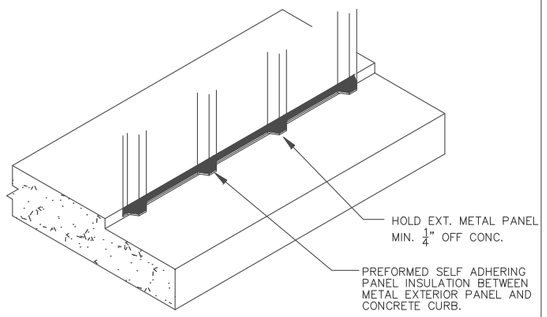
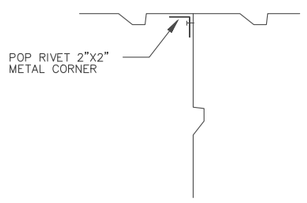


NOTE:
PROVIDE SPILL CURB ON ONE SIDE OF EACH INTERIOR WALL PANEL

TYP. SPILL CURB DETAIL
NTS

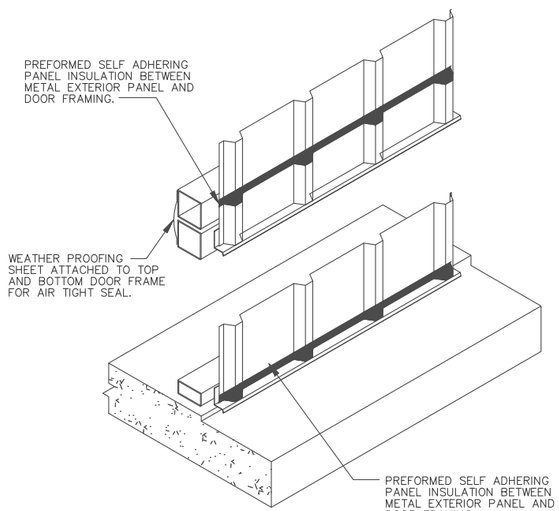


EXTERIOR WALL PANEL AT CURB – ISOMETRIC
NTS

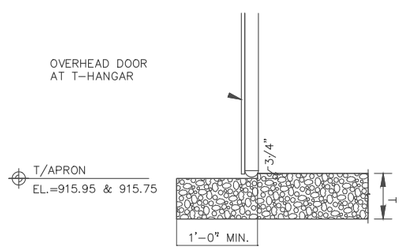


NOTE:
METAL CORNER TO EXTEND 8'-0" A.F.F.

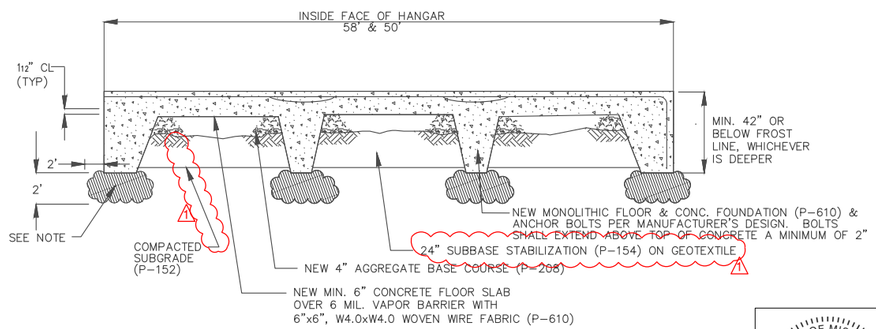
INTERIOR METAL WALL PANEL CONNECTION DETAIL
NTS



EXTERIOR WALL DOOR PANEL – ISOMETRIC
NTS



APRON/OVERHEAD DOOR DETAIL
NTS



TYP. SECTION HANGAR CONCRETE SLAB
NTS

NOTE:
OVEREXCAVATE 2' BELOW AND BEYOND ALL FOOTINGS AND REPLACE SOIL WITH LOW PLASTIC SOIL OR 1" MINUS CRUSHED LIMESTONE. INCIDENTAL TO HANGAR COSTS.

STATE OF MISSOURI
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REVISION	DESCRIPTION	DATE	APPROVED
1	ADDENDUM 1	8/24/19	BHH

Designed by: RAB
Drawn by: GMT
Checked by: BHH
Approved by:
Project Date: 8/2/19
Plot Scale: 1:2
Plot Date: 24-Aug-19 13:44
Plot By: Brian Hutsell
Page Size: ARCH D Sheet 22"x34"
File Name: C-3200 HANGAR FLOOR PLAN AND ELEVATION.DWG
Airfield Project No.: 18-112B-1
CMT Project No.: 1804150.00

FRANKLIN COUNTY, MISSOURI
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PROJECT NO. 18-112B-1
CONSTRUCT T-HANGARS

HANGAR DETAILS

18-112B-1
Sheet 26 of 34
Drawing: C-3201
VOL. 1 of 1

ACKNOWLEDGEMENT

Each bidder shall acknowledge receipt of this **Addendum No. 1** of ***CONSTRUCT 4-UNIT T-HANGAR AND 6-UNIT EXECUTIVE T-HANGAR*** by his/her signature affixed hereto, and shall attach this Addendum to the original bid.

CERTIFICATION BY BIDDER

SIGNATURE _____

TITLE _____

COMPANY _____

DATE _____

FAX/EMAIL TRANSMITTAL

To: Crawford, Murphy & Tilly, Inc
Attention: Brian Hutsell
Re: Addendum #1
Fax 314.436.0723
From:
(name) _____

(company) _____

Date:

To verify that all contractors are in receipt of this addendum, Contractors are asked to sign and date this acknowledgement sheet. The Contractor should fax or mail to Crawford, Murphy, & Tilly, Inc. at the number listed below by **August 29, 2019, or via email at bhutsell@cmtengr.com AND vursin@cmtengr.com.**

Crawford, Murphy, & Tilly, Inc.
One Memorial Drive, Suite 500
Saint Louis, Missouri 63102

Fax: (314) 436-0723
Phone: (314) 436-5500

BY: CRAWFORD, MURPHY, & TILLY, INC.