SEDALIA REGIONAL AIRPORT
SEDALIA, MISSOURI

MoDOT PROJECT NO. 16-020A-1

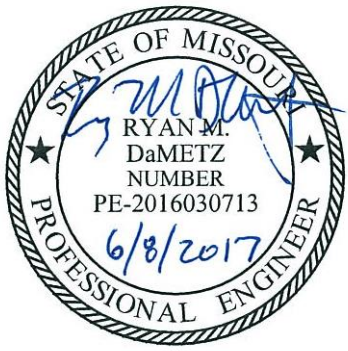
Base Bid (Grant Eligible)
Reconstruct Portion of Aircraft Parking Apron
Rehabilitate Remaining Portion of Aircraft Parking Apron

Add Alternate No. 1
Reconstruct North Hangar Approach

Add Alternate No. 2
Expand North Hangar Apron

Addendum No. 1

June 8, 2017



TO ALL PROSPECTIVE BIDDERS:

A. You are hereby notified of the following amendments and clarifications for the subject project.

1. Section 10, Item P-155, Lime-Treated Subgrade. Paragraph 155-3.1 shall be replaced in its entirety with the following:

   "155-3.1 Soil-lime mixture. Ten (10) days prior to the commencement of the work, the Contractor shall submit a soil-lime mixture, developed by the Contractor's laboratory, showing the amount of lime and water required per cubic yard, and procedures for blending the lime/subgrade mixture for each type of existing soil. The soil-lime mixture shall include process type and number of: lime applications, stages of mixing, slurry injection depths, mixing depths, and depths of compaction lifts. Also, the Contractor shall submit a list of equipment to be used and their relation to method of mix proportioning, spreading, pulverizing and compacting subgrade, slurry injection, jet slurry mixing, and other related work. The soil-lime mixture shall also contain amount of lime, either in sacks or pounds per cubic yard and the amount of water to be used, if slurry method is used. Use the ASTM D3551 laboratory test method when applicable. The soil-lime mixture shall produce a CBR greater than or equal to 12 and a Plasticity Index less than 20. Quantity of lime (tons) was estimated using 7% of dry unit weight of soil."

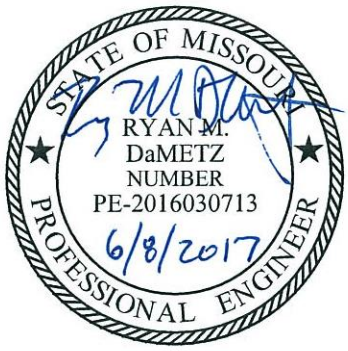
   Revised Section 10 is included with this addendum for reference.

2. CLARIFICATION: It is the Engineer's intent to allow for quicklime/hydrated lime or a commercial lime slurry for stabilizing the subgrade. Lime kiln dust will not be allowed.

3. CLARIFICATION: It is the Sponsor's intent to issue a Notice-to-Proceed (NTP) as soon as practical after the award of contract. If the NTP has not been issued by September 1, 2017 (due to a delay in receiving a federal grant), then the NTP will not be issued until Spring 2018.

B. A copy of the pre-bid meeting minutes and attendees list is included with this addendum.

C. All bidders must acknowledge receipt of this addendum in the space provided on page PF-6 of the Proposal Form. **Failure to acknowledge receipt of an addendum may be cause for rejection of the bid.**



SECTION 10

ITEM P-155

LIME-TREATED SUBGRADE

DESCRIPTION

155-1.1 This item shall be used for soil modification to achieve specific needs that require strength gain to a specific level. This item shall consist of constructing one or more courses of a mixture of soil, lime, and water in accordance with this specification, and in conformity with the lines, grades, thicknesses, and typical cross-sections shown on the plans.

MATERIALS

155-2.1 Lime. Quicklime and hydrated lime, either high-calcium dolomitic, or magnesium lime, as defined by ASTM C51, shall conform to the requirements of ASTM C977. Lime not produced from calcining limestone shall not be permitted.

155-2.2 Commercial lime slurry. Commercial lime slurry shall be a pumpable suspension of solids in water. The water or liquid portion of the slurry shall not contain dissolved material in sufficient quantity naturally injurious or objectionable for the purpose intended. The solids portion of the mixture, when considered on the basis of "solids content," shall consist principally of hydrated lime of a quality and fineness sufficient to meet the following requirements as to chemical composition and residue.

a. Chemical composition. The "solids content" of the lime slurry shall consist of a minimum of 70%, by weight, of calcium and magnesium oxides.

b. Residue. The percent by weight of residue retained in the "solids content" of lime slurry shall conform to the following requirements:

Residue retained on a No. 6 (3360 micron) sieve = maximum 0.0%

Residue retained on a No. 10 (2000 micron) sieve = maximum 1.0%

Residue retained on a No. 30 (590 micron) sieve = maximum 2.5%

c. Grade. Commercial lime slurry shall conform to one of the following two grades:

Grade 1. The "dry solids content" shall be at least 31% by weight, of the slurry.

Grade 2. The "dry solids content" shall be at least 35%, by weight, of the slurry.

155-2.3 Water. Water used for mixing or curing shall be potable, reasonably clean and free of oil, salt, acid, alkali, sugar, vegetable, or other substances injurious to the finished product.

155-2.4 Soil. The soil for this work shall consist of inorganic natural materials on the site or selected materials from other sources; uniform in quality and gradation; and shall be approved by the Engineer. The soil shall be free of roots, sod, weeds, and stones larger than 2-1/2 inches (60 mm).

COMPOSITION

155-3.1 Soil-lime mixture. Ten (10) days prior to the commencement of the work, the Contractor shall submit a soil-lime mixture, developed by the Contractor's laboratory, showing the amount of lime and water required per cubic yard, and procedures for blending the lime/subgrade mixture for each type of existing soil. The soil-lime mixture shall include process type and number of: lime applications, stages of mixing, slurry injection depths, mixing depths, and depths of compaction lifts. Also, the Contractor shall submit a list of equipment to be used and their relation to method of mix proportioning, spreading, pulverizing and compacting subgrade, slurry injection, jet slurry mixing, and other related work. The soil-lime mixture shall also contain amount of lime, either in sacks or pounds per cubic yard and the amount of water to be used, if slurry method is used. Use the ASTM D3551 laboratory test method when applicable. The soil-lime mixture shall produce a CBR greater than or equal to 12 and a Plasticity Index less than 20. Quantity of lime (tons) was estimated using 7% of dry unit weight of soil.
Section Revised per Addendum No. 1.

155-3.2 Tolerances. At final compaction, the lime and water content for each course of subgrade treatment shall conform to the following tolerances:

Material	Tolerance
Lime	+ 0.5%
Water	+ 2%, -0%

WEATHER LIMITATIONS

155-4.1 Weather limitation. Do not construct subgrade when weather conditions detrimentally affect the quality of the materials. Do not apply lime unless the air temperature is at least 40°F (4°C) and rising. Do not apply lime to soils that are frozen or contain frost. If the air temperature falls below 35°F (2°C), protect completed lime-treated areas by approved methods against the detrimental effects of freezing. Remove and replace any damaged portion of the completed soil-lime treated area with new soil-lime material in accordance with this specification.

EQUIPMENT

155-5.1 Equipment. The equipment required shall include all equipment necessary to complete this item such as: grading and scarifying equipment, a spreader for the lime or lime slurry, mixing or pulverizing equipment, sheepsfoot and pneumatic or vibrating rollers, sprinkling equipment, and trucks.

CONSTRUCTION METHODS

155-6.1 General. This specification is to construct a subgrade consisting of a uniform lime mixture which shall be free from loose or segregated areas. The subgrade shall be of uniform density and moisture content, well mixed for its full depth, and have a smooth surface suitable for placing subsequent courses. The Contractor shall be responsible to meet the above requirements.

Before beginning lime treatment, the subgrade shall be constructed as specified in Item P-152, Excavation, Subgrade, and Embankment, and shaped to conform to the typical sections, lines, and grades as shown on the plans. If the Contractor elects to use a cutting and pulverizing machine that will remove the subgrade material accurately to the secondary grade and pulverize the material at the same time, he

will not be required to expose the secondary grade nor windrow the material. The machine must give visible indication at all times that it is cutting the material uniformly to the proper depth over the entire width of the cut.

If a cutting and pulverizing machine is not used, the material to be treated shall be excavated to the secondary grade (proposed bottom of lime treatment) and removed or windrowed to expose the secondary grade. The excavated material shall then be spread to the desired cross-section and uniformly mixed and compacted.

155-6.2 Application. Lime shall be spread only over an area where the initial mixing operations can be completed during the same work day. The application and mixing of lime with the soil shall be accomplished by the methods described as "Dry Placing" or "Slurry Placing." The Contractor may use either method when hydrated lime is specified.

a. Dry placing. The lime shall be spread uniformly over the subgrade by an approved screw-type spreader box or other approved spreading equipment. The amount of lime spread shall be the amount required for mixing to the specified depth that will result in the amount determined in the soil-lime mixture or as specified on the plans. The material shall be sprinkled until the specified moisture content has been reached.

The lime shall be distributed in a manner that will minimize scattering by wind. Lime shall not be applied when wind conditions, in the opinion of the Engineer, are detrimental to proper application. A motor grader shall not be used to spread the lime.

b. Slurry placing. The lime shall be mixed with water in trucks with approved distributors and applied as a thin water suspension or slurry. Commercial lime slurry shall be applied with a lime percentage not less than that applicable for the grade used. The distribution of lime shall be by successive passes over a measured section of subgrade until the specified amount of lime has been spread. The amount of lime spread shall be the amount required for mixing to the specified depth that will result in the amount determined in the soil-lime mixture or as shown on the plans. The distributor truck shall continually agitate the slurry to keep the mixture uniform.

155-6.3 Mixing. The mixing procedure shall be the same for "Dry Placing" or "Slurry Placing" as described below:

a. Preliminary mixing. The full depth of the treated subgrade shall be mixed with an approved mixing machine. Lime shall not be left exposed for more than six (6) hours. The mixing machine shall make two coverages. Water shall be added to the subgrade during mixing to provide a moisture content approximately 5% above the optimum moisture of the material and to ensure chemical action of the lime and subgrade. After mixing, the subgrade shall be lightly rolled to seal the surface and help prevent evaporation of moisture. The water content of the subgrade mixture shall be maintained at a moisture content above the optimum moisture content for a minimum of 48 hours or until the material becomes friable. During the curing period, the material shall be sprinkled as directed by the Engineer.

b. Final mixing. After the required curing time, the material shall be uniformly mixed by approved methods. If the mixture contains clods, they shall be reduced in size by blading, discing, harrowing, scarifying, or the use of other approved pulverization methods so that the remainder of the clods shall meet the following requirements when tested dry by laboratory sieves. After curing, pulverize lime treated material until soil particles pass a one inch (25 mm) sieve and 60% pass the No. 4 (4.75 mm) sieve. If resultant mixture contains clods, reduce their size by scarifying, remixing, or pulverization to meet specified gradation.

155-6.4 Compaction. Compaction of the mixture shall immediately follow the final mixing operation with no part of the mixture uncompacted more than 30 minutes after final mixing. The material shall be aerated or sprinkled as necessary to provide the optimum moisture content during compaction. The field density of the compacted mixture shall be at least 93% of the maximum density of laboratory specimens prepared from samples taken from the material in place. The specimens shall be compacted and tested in accordance with ASTM D698 to determine maximum density and optimum moisture content. The in-place field density shall be determined in accordance with **ASTM D6938, Procedure A, direct transmission method**. Testing frequency shall be a minimum of one compaction test per **1000** square yards of stabilized base or as directed by the Engineer.

The material shall be sprinkled and rolled as directed by the Engineer. All irregularities, depressions, or weak spots that develop shall be corrected immediately by scarifying the areas affected, adding or removing material as required, and reshaping and recompacting. The surface of the subgrade shall be maintained in a smooth condition, free from undulations and ruts, until other work is placed on it or the work is accepted by the Engineer.

The full depth of the material shown on the plans shall be compacted to remain firm and stable under construction equipment. All testing shall be done by **the Engineer.** Perform in-place density test to determine degree of compaction between 24 and 72 hours after final compaction and 24 hour moist cure period. If the material fails to meet the density requirements, it shall be reworked to meet the density requirements. The shape of the course shall be maintained smooth and shall conform to the typical section shown on the plans and the established lines and grades. If the material loses the specified stability, density, and finish before the next course is placed or the work is accepted by the Engineer, the material shall be recompacted and refinished by the Contractor, and the cost shall be incidental to this item.

155-6.5 Finishing and curing. After the final layer or course of lime-treated subgrade has been compacted, it shall be brought to the required lines and grades in accordance with the typical sections. The completed section shall then be finished by rolling, as directed by the Engineer, with a pneumatic or other suitable roller sufficiently light to prevent hairline cracking. The finished surface shall not vary more than 3/8 inch (9 mm) when tested with a 12 feet (3.7 m) straightedge applied parallel with and at right angles to the pavement centerline. Any variations in excess of this tolerance shall be corrected by the Contractor in a manner satisfactory to the Engineer, and the cost shall be incidental to this item.

The completed section shall be moist-cured for a minimum of seven (7) days before further courses are added or any traffic is permitted, unless otherwise directed by the Engineer. Subsequent courses shall be applied within 14 days after the lime-treated subgrade is cured.

155-6.6 Thickness control. The thickness of the final lime-treated subgrade shall be not less than the thickness specified. Thickness shall be determined by depth tests or cores taken at intervals so that each test shall represent no more than 300 square yards (250 sq m). When the base deficiency is more than 1/2 inch (12 mm), the Contractor shall correct such areas in a manner satisfactory to the Engineer. The Contractor shall replace the base material where borings are taken for test purposes. This cost shall be incidental to this item.

155-6.7 Maintenance. The Contractor shall protect and maintain the lime-treated subgrade from yielding until the lime-treated subgrade is covered by placement of the next layer. The cost of this maintenance shall be incidental to this item.

155-6.8 Handling and safety. The Contractor shall obtain and enforce the lime supplier's instructions for proper safety and handling of the lime to prevent physical eye or skin contact with lime during transport or application.

METHOD OF MEASUREMENT

155-7.1 Lime-treated subgrade shall be paid for by the square yard in the completed and accepted work.

155-7.2 Lime shall be paid by the number of tons of Hydrated Lime, or the calculated equivalent, used in the completed and accepted work. "Calculated Equivalent" will be determined by the Engineer as follows:

a. Hydrated lime delivered to the project in dry form will be measured according to the actual tonnage either spread on the subgrade or batched on site into a slurry, whichever is applicable.

b. Lime delivered to the project in slurry form will be paid for on the basis of certified chemical composition tickets and batch weight tickets. The Owner shall reserve the right to have the dry lime content verified by an independent testing laboratory. If the chemical composition is reported on the basis of Pebble Quicklime, the equivalent hydrated lime will be determined in accordance with paragraph c. below.

c. If Pebble Quicklime is delivered to the project in dry form it will be measured for payment on the basis of the following formula:

$$\left(\begin{array}{c}\text{Total Quicklime}\\ \text{(CaO)(Tons)}\\ \times\\ \text{\% Purity} \times 1.32\ \text{Factor}\end{array}\right) + \left(\begin{array}{c}\text{Total Quicklime}\\ \text{(CaO)(Tons)}\\ \times\\ \text{\% Impurities} \times 1.00\ \text{Factor}\end{array}\right) = \begin{array}{c}\text{Equivalent Hydrated}\\ \text{Lime}\\ Ca(OH)_2\text{(Tons)}\end{array}$$

The above will apply whether the quicklime is spread dry (if allowed) or batched into a slurry.

BASIS OF PAYMENT

155-8.1 Payment shall be made at the contract unit price per square yard for the lime-treated subgrade at the thickness specified. The price shall be full compensation for furnishing all material, except the lime, and for all preparation, delivering, placing and mixing these materials, and all labor, equipment, tools and incidentals necessary to complete this item.

155-8.2 Payment shall be made at the contract unit price per ton of lime. This price shall be full compensation for furnishing, delivery, and placing this material.

Payment will be made under:

Lime	**-- per ton**
Lime Stabilized Subgrade (12")	**-- per square yard**

TESTING REQUIREMENTS

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 D6938	Standard Test Method for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)

MATERIAL REQUIREMENTS

ASTM C51	Standard Terminology Relating to Lime and Limestone (as used by the Industry)
ASTM C977	Standard Specification for Quicklime and Hydrated Lime for Soil Stabilization
ASTM D3551	Standard Practice for Laboratory Preparation of Soil-Lime Mixtures Using Mechanical Mixer

END OF ITEM P-155

SEDALIA REGIONAL AIRPORT
SEDALIA, MISSOURI

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Add Alternate No. 1 (Grant Ineligible)
Reconstruct North Hangar Approach

Add Alternate No. 2 (Grant Ineligible)
Expand North Hangar Apron

MoDOT PROJECT NO. 16-020A-1
LOCHNER JOB NO. 000011850

PRE-BID MEETING MINUTES
Thursday, June 1, 2017 at 11:00 a.m. (CDT)

I. Introduction of Attendees:

II. Bidding Process:

A. Time and Location:

1. Proposals will be received until **2:00 p.m. (CDT), Tuesday, June 13, 2017** at:

   Office of the City Clerk
   Sedalia City Hall
   200 S. Osage Avenue
   Office 100
   Sedalia, MO 65301

   and publicly opened and read at the Sedalia City Hall. Bids received after this time will not be considered.

2. Bids may be held by the City of Sedalia for a period not to exceed ninety (90) calendar days from the date of the bid opening. **Award of contracts are contingent upon the City receiving Federal and State funding assistance from the Missouri Department of Transportation (MoDOT), Aviation Section.**

3. The intentions are to execute contracts after receiving concurrence in award from MoDOT, and then to evaluate whether or not it is feasible to issue a Notice-To-Proceed (NTP) for construction in calendar year 2017 or wait until the spring of 2018. There is a fly-in scheduled for later in the year that we may need to work around.

4. Envelopes containing bids must be sealed and addressed as shown on Page 2-1 in the Instructions To Bidders of the Contract Documents/Specifications.

B. Contract Provisions:

1. Mandatory contract provisions are identified in Section 3 and Section 4 of the Contract Documents.

2. The EEO goals for this contract are on Page 1-4, 10.0% minority participation and 6.9% female participation in each trade.

3. The DBE goal for this project, as described on Page 1-5, is to subcontract 7.00% of the dollar value of the prime contract to DBEs for the Base Bid. It is the responsibility of the Contractor to meet this 7.00% goal. **If the DBE goal is not met, there needs to be substantial documentation of good faith effort in attempts to attain the DBE goal.** The DBE Forms are located in the Proposal Form Section. The Form or substantial documentation needs to be completed and submitted with the Proposal.

4. Sixty percent (60%) of the cost of materials or supplies purchased from a DBE regular dealer may be counted. If the materials or supplies are obtained from a DBE manufacturer, 100% of the cost may be counted toward the goal. Refer to Section 4, Part B, DBE Administration, for complete information regarding DBE participation.

5. This contract is subject to the "Buy American Preferences" of the Aviation Safety and Capacity Act of 1990. Prospective Bidders are required to certify that steel and manufactured products have been produced in the United States per the certification statement included in the Proposal Section of the Project Manual.

6. The Contractor and all Subcontractors will be required to pay minimum wage rates as established by the United State Department of Labor and the Missouri Division of Labor Standards. You will be required to pay the highest rate between the Federal and Missouri wage rate. Minimum wage requirements are identified on the current wage rates included at the end of Section 4.

7. Proposers shall provide a statement of qualifications with their proposal of past similar work, a financial statement, and a statement of plant and equipment proposed for use on the project. In lieu of the financial statement, Contractors may provide evidence that they are pre-qualified with MoDOT for similar work and are on the current MoDOT bidders list.

8. The Contractor and his/her Subcontractors will be required to provide certificates of insurance for at least the minimum amounts specified in Section 4, Part C, Local Provisions.

9. As part of your proposal you are required to complete the Worker Eligibility Verification Affidavit on page PF-12. Note also that you are required to submit with your proposal a completed copy of the first page and a valid copy of the signature page of your E-Verify Memorandum of Understanding.

10. The contractor is required to provide a 10 hour OSHA construction safety program for all employees who will be on-site at the Project as provide on Page 4-22.

11. The City will provide the successful bidder a state tax exempt certification. The successful bidder needs to request this from the City prior to procurement of any materials for the project.

C. Contract Proposal Forms:

1. Proposals must be submitted on the Contract Proposal Form bound in the Contract Documents/Specifications (pages PF-1 through PF-14) and shall not be removed from the bound documents. **The entire bound Contract Documents/Specifications shall be submitted as a**

Proposal. If a Contractor intending to submit a bid for this project elects to download the Project Manual from Drexel Technologies' website, the entire Contract Documents/Specifications must be provided and submitted as one complete bound document.

2. When completing the Proposal Form, the unit price needs to be written in numerical form in the column under the header "Unit Price". The extension (quantity x unit price) needs to be written in numerical form. Bidders wishing to submit a bid need to fill out the Proposal for the Base Bid (Grant Eligible), Add Alternate No. 1 (Grant Ineligible), and Add Alternate No. 2 (Grant Ineligible). All bidders submitting proposals must acknowledge receipt of all addendums issued in the space provided on Page PF-6. Page PF-14 needs to be completed and signed. If for some reason any of the pages of the Proposal Form are changed by addendum, staple the new page to the corresponding page in the bound documents.

3. The bidder shall submit all required DBE information, as contained on the DBE form located on Page PF-13 of the Proposal Form with their bid.

4. The Buy American Certification on Pages PF-9 and PF-10 needs to be completed by the contractor.

5. A Bid Bond guarantee will be required with each bid as a certified check or a bid bond in the amount of five (5) percent of the total amount of the bid, made payable to the City of Sedalia, Missouri. Staple the bid bond to the inside front cover of the Contract Documents/Specifications. The bid bond shall be based on the total amount of the Base Bid plus Add Alternate No. 1 plus Add Alternate No. 2.

6. The successful bidder will be required to execute the Contract Agreement, the Performance Bond and the Payment Bond. The bonds will be in the amount of 100% of the contract price.

III. Project Description:

A. The project consists of:

Base Bid (Grant Eligible)
Reconstruct Portion of Aircraft Parking Apron
Rehabilitate Remaining Portion of Aircraft Parking Apron

Add Alternate No. 1 (Grant Ineligible)
Reconstruct North Hangar Approach

Add Alternate No. 2 (Grant Ineligible)
Expand North Hangar Apron

B. The total contract period for construction is ninety (90) calendar days, regardless of which options are selected. Liquidated damages are set at $1,350.00 per calendar day. Delays due to weather and other factors out of the control of the Contractor **that are above and beyond a typical season** may be requested in writing as a reason for contract period extension. The request should be made as soon as the Contractor is aware of an issue with the construction period. The Contractor shall also make every attempt to make up any lost days by working extended periods during the day and/or weekends.

C. Lochner will provide Construction Observation and acceptance testing throughout the project. The Contractor shall provide Quality Control Measures as outlined in the Contract Documents/Specifications, specifically Section 100 of the General Provisions and Section 15, Item P-501 Portland Cement Concrete (PCC) Pavement. **Please note the aggregate testing requirements for Alkali-Silica Reactivity (ASR)**

as outlined in Section 501-2.1.a. of the P-501 Specification. If intending to use fly ash in mitigating ASR, only Class F or N fly ash is acceptable.

D. Contractor's access roads, haul roads, and staging areas are shown on Sheets 3-4 of the Plans. The Contractor is responsible for restoring any access roads, haul roads and staging areas to their original condition prior to construction. The Contractor will be required to file an SF-7460-1 form with the FAA for any equipment, stockpiles, etc. that exceeds 15' above the ground. A flagger shall be required when moving excess excavation from the project site to the stockpile area.

E. All bidders should carefully review the Construction Safety and Phasing Plan on Sheets 2-6. Low profile barricades shall be placed as shown on the Plans prior to the start of any work within that phase. Safety Plan Compliance Document will be required prior to the start of construction.

F. The Contractor is responsible for coordinating any utility connections necessary for construction.

G. The project will be divided into two (2) phases. Phase 1 will consist of the reconstruction/rehabilitation efforts on the south/east side of the project. Phase 2 will consist of reconstruction/rehabilitation efforts on the north/west side of the project. There are no specific contract times for each phase, only a total construction time of 90 calendar days.

H. Proposed typical pavement sections are as follows:

- 8" PCC Pavement (P-501)
- 6" Base Course (P-209 or P-219)
- 12" Lime Treated Subgrade (P-155)
- Compacted Subgrade (P-152)

I. Excess excavation will be disposed of at the area shown on the plans.

J. If GPS controlled equipment is used to construct the subgrade, Contractor shall have area surveyed and approved by the Engineer prior to placement of base course.

K. The ¼" chamfer as shown on the Pavement Joint Details (Sheet 16) shall be constructed in order to protect the pavement joint during snow removal operations.

L. Concrete incentive pay is available for this project based on strength and thickness up to 106% of each lot. This may be used to off-set lots requiring less than 100% pay for strength and thickness. However, the total product of the contract unit price and the total number of square yards of concrete shall not exceed **100% pay**. Payment in excess of 100% based on strength and thickness may not be used to offset reduction in payment due to smoothness. No profilograph testing will be required.

M. Waste material resulting from this Project shall be disposed of off Airport property per General Note No. 7, Sheet 2 of the Plans.

IV. Potential Addendum Items:

A. A clarification will be issued on the intended Notice-To-Proceed timeframe (Fall 2017 vs. Spring 2018).

V. Optional Site Visit for Attendees.

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MoDOT PROJECT NO. 16-020A-1
LOCHNER JOB NO. 000011850

ATTENDEES LIST FOR PRE-BID MEETING
Thursday, June 1, 2017 at 11:00 a.m. (CDT)

NAME	COMPANY	PHONE	EMAIL
Ryan DaMetz	Lochner	(816) 945-5861	rdametz@hwlochner.com
DON STEPHENSON	Mid West Heavy	816 623-9680	don@mwheavy.com
Kevin Jones	Phillips Hardy Inc	573.447.8070	kjones@phillipshardy.com
Chris Holem	Holem Excavating Inc.	573-353-3780	holemexcavating@outlook.com
Angi Debraceve	LEKECO	816-797-2483	angi@lexeco.com
James Price	Emery Sapp & Sons, Inc.	573-445-8331	James.Price@emerysapp.com
Dennis Steele	B & P Excavating	660-827-1385	bpexc205@iland.net
MIKE WINGERTER	FISCHER CONCRETE	660-620-1034	FISCHERCONCRETESERVICE@gmail.com
Scott Lenz	Ideker Inc.	816-364-3970	Cody@Ideker.Net

NAME	COMPANY	PHONE	EMAIL
Ryan Porter	Lehman Construction LLC	573-796-8101	quotes@lehmanconstructionllc.com
Darrell B. GoTH	MoDOT	573-526-7913	darrell.goth@modot.mo.gov
Brian N. Boehmer	MoDOT	573-526-3619	brian.boehmer@modot.mo.gov
DAN MHAAKE	KAT EXCAVATION		BFISHER@KATEXCAVATION.COM
Bradley Vollmer	Widel Inc.	660-846-3791	widelinc@iland.net
DAVE ROUCHER	MEDALLION ELECTRIC Co.	660 826-2405	dave@medallionelectric.com
John Evans	Sedalia Regional Airport	660-826-4128	jevans@cityofsedalia.com
Eric Bowers	Sedalia Regional Airport	660-826-4128	