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June 2, 2015

To: Plan Holders for Improvements to the
Kirksville Regional Airport
Kirksville, Missouri
Project No. 14-028A-3
Reconstruct Air Carrier Apron (Schedule I), Reconstruct South Apron (Schedule II), and Reconstruct T-Hangar Taxilanes (Schedule III)

Transmitted herewith is Addendum **No. 2** to the Contract Documents, Plans and Specifications dated May 19, 2015 for Improvements to the Kirksville Regional Airport, Kirksville, Missouri, Project No. 14-028A-3.

SCHEDULE I:

Reconstruct Air Carrier Apron

SCHEDULE II:

Reconstruct South Apron

SCHEDULE III:

Reconstruct T-Hangar Taxilanes

Sincerely,

Jviation, Inc.

Elizabeth Duvall, P.E.
Project Engineer

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ADDENDUM NO. 2
TO
CONTRACT DOCUMENTS, PLANS AND SPECIFICATIONS
FOR IMPROVEMENTS TO THE
KIRKSVILLE REGIONAL AIRPORT
KIRKSVILLE, MISSOURI
PROJECT NO. 14-028A-3

To All Bidders: You are requested to make all changes and/or additions contained in this addendum to the Bidding Documents. Failure to acknowledge this Addendum in Proposal shall result in rejection of bid. Bidders are informed that the above referenced Contract Documents, Plans and Specifications are modified as follows as of June 2, 2015:

1. CONTRACT DOCUMENTS

Section: 1-2 Notice to Bidders, Contract Work Items, Summary of Approximate Quantities.
Revision: Replace table in its entirety. This change allows for the alternate bid of using all MO-209 material or the use of P-219 material supplemented with MO-209 material.
See attached sheet Section 1-3.

Section: 1-3 Notice to Bidders, Award of Contract. b.
Revision: Replace '90' with '120' calendar days for the bid hold period (line 224).
See attached sheet Section 1-3.

Section: Bid Proposal Schedule I / Schedule II / Schedule III sheets (total 6 pages).
Revision: Replace Bid Proposal Schedule I / II / III sheets with the revised Schedule Ia / IIa / IIIa sheets. These changes allow for the alternate bid of using all MO-209 material or the use of P-219 material supplemented with MO-209 material.
See attached sheets Schedule Ia / IIa / IIIa (Total 6 sheets).

2. TECHNICAL SPECIFICATIONS

MO-209: CRUSHED AGGREGATE BASE COURSE
Page: MO-209-1
Revision: Paragraph 2 has been revised and paragraph 3 added to read:

"RECYCLED CONCRETE AGGREGATE BASE - ALTERNATE BID - The MO-209 Crushed Aggregate Base Course shall be used when there is a shortage of recycled concrete as specified under the P-219 Recycled Concrete Aggregate Base specification. The contractor shall use all available recycled concrete prior to using new base rock as specified under this MO-209 specification.

CRUSHED AGGREGATE BASE – ALTERNATE BID – This alternate is for the use of MO-209 Crushed Aggregate Base Course as the base material as specified under this MO-209 specification. "

Page: MO-209-4
Revision: Basis of Payment 209-5.1 has been revised and 209-5.2 added to read:

"**209-5.1** RECYCLED CONCRETE AGGREGATE BASE - ALTERNATE BID – Payment shall be made at the contract unit price per square yard for recycled concrete aggregate base course under P219a. This price shall be full compensation for furnishing all materials, for preparing and placing these materials, and for all labor, equipment tools, and incidentals necessary to complete the item.

209-5.2 CRUSHED AGGREGATE BASE – ALTERNATE BID – Payment shall be made at the contract unit price per square yard for crushed aggregate base course. This price shall be full compensation for furnishing all materials, for preparing and placing these materials, and for all labor, equipment tools, and incidentals necessary to complete the item. It shall also include the disposal of the removed concrete pavement by either hauling and disposal off-site or hauling and dumping of the removed concrete in a location designated by the Airport located approximately one-mile from the project site as directed by the Airport Manager and Engineer. If the latter option is chosen, the material will be required to be placed in a graded manner and may not become higher than the bank elevation as directed by the Airport Manager to the satisfaction of the Engineer and Airport Manager. Disposal Area is approximately 20 feet wide, approximately 10 feet deep, and has a length of approximately ¼ mile."
See attached Revised Specification MO-209 Crushed Aggregate Base Course.

P-219: RECYCLED CONCRETE AGGREGATE BASE COURSE
Page: P-219-6
Revision: Basis of Payment, at the end of Paragraph 1 the following has been added to clarify the payment of supplemental MO-209 material when the Recycled Concrete Aggregate Base – Alternate Bid – is chosen: "If MO-209 material is required to supplement the recycled concrete material, it shall be paid for under 6" recycled concrete aggregate base course."
See attached sheets P-219-6 and P-219-7.

3. PLAN SET

Sheet: G002
Title: Index of Drawings, General Notes, and Summary of approximate Quantities
Revision: The Summary of Approximate Quantities has been revised to reflect the two Bid Alternates.
See attached sheet G002.

Sheet: C101
Title: Demolition Plan, Schedule I
Revision: The location of the existing underground electrical conduit at the north end of the project area was corrected.
See attached sheet C101.

Sheet: C200
Title: Geometric Plan, Schedule II & III
Revision: The location of the phasing breaks has been added.
See attached sheet C200.

Sheet: C201
Title: Geometric Plan, Schedule I
Revision: The location of the phasing breaks has been added.
See attached sheet C201.

Sheet: C500
Title: Typical Sections
Revision: The note for the Base material has been revised to clarify the requirements of the two bid alternates.
Revision: The distance between the Existing Hangars has been corrected from "52.00" to "72.70" on Section B-B (Schedule III).
See attached sheet C500.

4. QUESTIONS:

1. Can the MO-209 base be used instead of the P-219 material or can the MO-209 be used for phase 1 and then use the crushed concrete for the additional phases?

   Answer: Alternate Bids have been added to the project to allow for either:
   a) **RECYCLED CONCRETE AGGREGATE BASE - ALTERNATE BID -** The use of P-219 as a base course with the MO-209 material as a supplement for shortages in the P-219 material. It is the intent of this alternate to reuse as much of the existing concrete to be removed for base as possible. When MO-209 material substitution is needed, it will be paid for under the P-219a line item.
   b) **CRUSHED AGGREGATE BASE – ALTERNATE BID –**

The use of MO-209 exclusively as the base material. This alternate will require the Contractor to dispose of all removed concrete pavement at the Contractor's expense by either:

1) Haul off all demolished concrete to be disposed of off-site.
2) Dump the concrete in a location designated by the Airport located approximately one-mile from the project site as directed by the Airport Manager and Engineer. The material will be required to be placed in a graded manner and may not become higher than the bank elevation. Disposal area is approximately 20 feet wide, approximately 10 feet deep, and has a length of approximately ¼ mile.

See revised plan sheets G002 & C500, specifications MO-209 & P-219, and contract document pages Section 1-2, and Bid Proposal Schedule I / Schedule II / Schedule III sheets.

2. With the phasing splitting the schedules up there is no detail on the plans (demo, geometric, grading, or joint) showing the limits of each phase. This information would be a great help for both bidding and construction. Could you possibly show the limits of these so we know where to remove and replace to for each phase?

   Answer: See revised plan sheets C200 and C201.

3. How should the pavement transitions be handled between phases?

   Answer: The construction barricades shall be placed at the interface between phases as described on sheet G006 under "Other Notes" note 14. It is anticipated that there will be a portion of a panel removed to be paved in the following phase.

4. Can you clarify the striping time requirements?

   Answer: Permanent striping is to be completed at the end if the project. The temporary Blue tape required per phase 1 must be placed during phase 1 as described on sheet G007 under "Other Notes" note 7 and is for two locations, one during construction and one at the end of phase 1 construction.

5. ATTACHMENTS:

- Pre-Bid Agenda and Sign-in Sheet

The last time for questions is Wednesday, June 3, 2015, at 5:00pm central time.

**** END OF ADDENDUM NO. 2 ****

SUMMARY OF APPROXIMATE QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNITS	SCHEDULE I	SCHEDULE II	SCHEDULE III
			ESTIMATE	ESTIMATE	ESTIMATE
MO-100a	Mobilization	LS	1	1	1
MO-152a	Unclassified Excavation	CY	550	650	529
MO-152b	Overexcavation and Replacement	SY	533	555	353
P-155a	Lime-Treated Subgrade	SY	10,650	11,100	7,057
P-155b	Lime	TON	240	250	160
MO-156a	Silt Fence	LF	-	-	580
MO-156b	Ditch Check	EA	-	-	1
P-312a	Stabilization Fabric	SY	10,650	11,100	7,057
P-501a	6" Portland Cement Concrete Pavement	SY	9,890	10,570	6,683
P-501b	6" Portland Cement Concrete Panel Replacement	SY	242	-	-
MO-601a	Full Depth Pavement Removal	SY	9,560	9,800	6,735
MO-601b	Concrete Pavement Select Panel Removal	SY	242	-	-
MoDOT-609a	Type 3 Rock Lining	CY	-	-	10
MO-620a	Permanent Airport Pavement Marking (yellow)	SF	264	746	475
MO-620b	Permanent Airport Pavement Marking (black)	SF	533	1,506	950
MO-620c	Permanent Airport Pavement Marking (blue)	SF	160	-	-
P-640a	Aircraft Tiedown Anchor	EA	27	45	-
MO-701a	18" RCP Storm Pipe - Class V	LF	-	-	248
MO-701b	18" RCP FES - Class V	EA	-	-	1
D-705a	Install 6" Perforated Polyethylene Pipe	LF	-	377	-
D-705b	Install 6" Non-Perforated Polyethylene Pipe	LF	-	78	-
D-751a	Install Aircraft Rated Inlet	EA	-	-	1
D-751b	Install 6-inch Underdrain Inspection Pit	EA	-	1	-
D-751c	Install 6-inch Underdrain Cleanout	EA	-	2	-
D-751d	Install 6-inch Underdrain Outfall	EA	-	1	-
MO-901a	Seeding with Hydromulch	AC	0.5	0.5	0.5
MO-108a	4/0 AWG Aluminum Wire, Type XHHW or USE	LF	-	860	310
MO-108b	2/0 AWG Aluminum Wire, Type XHHW or USE	LF	-	430	155
MO-110a	Install 1-2" Sch. 40 PVC Conduit (Direct Earth Buried)	LF	-	210	145
MO-110b	Install 2-2" Sch. 40 PVC Conduit (Concrete Encased)	LF	-	210	-
RECYCLED CONCRETE AGGREGATE BASE - ALTERNATE BID					
P-219a	6" Recycled Concrete Aggregate Base Course	SY	10,650	11,100	7,057
CRUSHED AGGREGATE BASE - ALTERNATE BID					
MO-209a	6" Aggregate Base Course	SY	10,650	11,100	7,057

Contract Time. The owner has established a contract perform time of 140 Calendar Day(s) from the date of the Notice-to-Proceed. All project work shall be substantially completed within the stated timeframe. This project is subject to liquidated damages as prescribed in the project manual.

Bid Security. No bid will be considered unless accompanied by a bid bond secured by an approved surety or sureties, payable to the Kirksville, for not less than five (5) percent of the total amount of the bid.

Bonding Requirements. The successful bidder will be required to furnish separate performance and payment bonds each in an amount equal to 100% of the contract price at the time of contract execution.

Award of Contract. The Owner intends to award a contract resulting from this solicitation to the lowest, responsive, responsible bidder, whose offer, conforming to the solicitation, will be most advantageous to, and in the best interest of, the Owner, cost or price and other factors considered.

a. In addition to other factors, bid offers will be evaluated on the basis of advantages and disadvantages to the Owner that might result from offers received.

b. The Owner reserves the right to reject any or all proposals and to waive informalities and/or irregularities in the bid offer. Bids may be held by the owner for a period not to exceed 120 calendar days from the date of the bid opening for the purpose of conducting the bid evaluation.

c. Total bid will be evaluated and awarded as follows: It is the Owner's intent to award this bid based on the **TOTAL BASE BID FOR ALL ITEMS, split awards will not be made.**

d. The Owner will determine which Schedules and/or Bid Alternates will be awarded based on the received bid prices and available funding. The project award will be based on the low bid sum of the federally eligible Schedules and Bid Alternates awarded by the Owner. Not all Schedules and/or Bid Alternates may be awarded. A combination of Schedules and Bid Alternates may be awarded, including only a single Schedule. The numbering of the Schedules or Bid Alternates does not necessarily indicate the order of award. The project award is contingent on the availability of funding.

Federal Provision. This project is subject to the following Federal provisions, statutes and regulations;

Airport and Airway Improvement Act of 1982. In accordance with the Davis-Bacon Act, as amended, and the Missouri Prevailing Wage Law, the Contractor will be required to comply with the wage and labor requirements and to pay minimum wages in accordance with the schedule of wage rates established by the United States Department of Labor and the Missouri Division of Labor Standards, respectively. The highest rate between the two (Federal and State) for each job classification shall be considered the prevailing wage.

Equal Employment Opportunity and Affirmative Action Requirement. The proposed contract is under and subject to 41 CFR Part 60-4 and Executive Order 11246 of September 24, 1965, as amended, and to the equal opportunity clause and the Standard Federal Equal Employment

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SCHEDULE I

Item No.	Description		Units	Estimated Quantity	Unit Price	Total
MO-100a	Mobilization	at the unit price of:_____dollars and cents.	LS	1	$	$
MO-152a	Unclassified Excavation	at the unit price of:_____dollars and cents.	CY	550	$	$
MO-152b	Overexcavation and Replacement	at the unit price of:_____dollars and cents.	SY	533	$	$
P-155a	Lime-Treated Subgrade	at the unit price of:_____dollars and cents.	SY	10,650	$	$
P-155b	Lime	at the unit price of:_____dollars and cents.	TON	240	$	$
P-312a	Stabilization Fabric	at the unit price of:_____dollars and cents.	SY	10,650	$	$
P-501a	6" Portland Cement Concrete Pavement	at the unit price of:_____dollars and cents.	SY	9,890	$	$
P-501b	6" Portland Cement Concrete Panel Replacement	at the unit price of:_____dollars and cents.	SY	242	$	$
MO-601a	Full Depth Pavement Removal	at the unit price of:_____dollars and cents.	SY	9,560	$	$
MO-601b	Concrete Pavement Select Panel Removal	at the unit price of:_____dollars and cents.	SY	242	$	$
MO-620a	Permanent Airport Pavement Marking (yellow)	at the unit price of:_____dollars and cents.	SF	264	$	$
MO-620b	Permanent Airport Pavement Marking (black)	at the unit price of:_____dollars and cents.	SF	533	$	$
MO-620c	Permanent Airport Pavement Marking (blue)	at the unit price of:_____dollars and cents.	SF	160	$	$
P-640a	Aircraft Tiedown Anchor	at the unit price of:_____dollars and cents.	EA	27	$	$
MO-901a	Seeding with Hydromulch	at the unit price of:_____dollars and cents.	AC	0.5	$	$

SCHEDULE I BASE BID - SUBTOTAL $ _____

SCHEDULE I

Item No.	Description		Units	Estimated Quantity	Unit Price	Total
RECYCLED CONCRETE AGGREGATE BASE - ALTERNATE BID						
P-219a	6" Recycled Concrete Aggregate Base Course	at the unit price of:_____dollars and cents.	SY	10,650	$	$

SCHEDULE I RECYCLED CONCRETE AGGREGATE BID - SUBTOTAL $ _____

CRUSHED AGGREGATE BASE - ALTERNATE BID						
MO-209a	6" Aggregate Base Course	at the unit price of:_____dollars and cents.	SY	10,650	$	$

SCHEDULE I CRUSHED AGGREGATE BID - SUBTOTAL $ _____

SCHEDULE I TOTAL (BASE BID PLUS EITHER RECYCLED CONCRETE AGGREGATE OR CRUSHED AGGREGATE BID) $ _____

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SCHEDULE II

Item No.	Description		Units	Estimated Quantity	Unit Price	Total
MO-100a	Mobilization	at the unit price of:_____dollars and cents.	LS	1	$	$
MO-152a	Unclassified Excavation	at the unit price of:_____dollars and cents.	CY	650	$	$
MO-152b	Overexcavation and Replacement	at the unit price of:_____dollars and cents.	SY	555	$	$
P-155a	Lime-Treated Subgrade	at the unit price of:_____dollars and cents.	SY	11,100	$	$
P-155b	Lime	at the unit price of:_____dollars and cents.	TON	250	$	$
P-312a	Stabilization Fabric	at the unit price of:_____dollars and cents.	SY	11,100	$	$
P-501a	6" Portland Cement Concrete Pavement	at the unit price of:_____dollars and cents.	SY	10,570	$	$
MO-601a	Full Depth Pavement Removal	at the unit price of:_____dollars and cents.	SY	9,800	$	$
MO-620a	Permanent Airport Pavement Marking (yellow)	at the unit price of:_____dollars and cents.	SF	746	$	$
MO-620b	Permanent Airport Pavement Marking (black)	at the unit price of:_____dollars and cents.	SF	1,506	$	$
P-640a	Aircraft Tiedown Anchor	at the unit price of:_____dollars and cents.	EA	45	$	$
D-705a	Install 6" Perforated Polyethylene Pipe	at the unit price of:_____dollars and cents.	LF	377	$	$
D-705b	Install 6" Non-Perforated Polyethylene Pipe	at the unit price of:_____dollars and cents.	LF	78	$	$
D-751b	Install 6-inch Underdrain Inspection Pit	at the unit price of:_____dollars and cents.	EA	1	$	$
D-751c	Install 6-inch Underdrain Cleanout	at the unit price of:_____dollars and cents.	EA	2	$	$
D-751d	Install 6-inch Underdrain Outfall	at the unit price of:_____dollars and cents.	EA	1	$	$
MO-901a	Seeding with Hydromulch	at the unit price of:_____dollars and cents.	AC	0.5	$	$

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SCHEDULE II

Item No.	Description		Units	Estimated Quantity	Unit Price	Total
MO-108a	4/0 AWG Aluminum Wire, Type XHHW or USE	at the unit price of:_____dollars and cents.	LF	860	$	$
MO-108b	2/0 AWG Aluminum Wire, Type XHHW or USE	at the unit price of:_____dollars and cents.	LF	430	$	$
MO-110a	Install 1-2" Sch. 40 PVC Conduit (Direct Earth Buried)	at the unit price of:_____dollars and cents.	LF	210	$	$
MO-110b	Install 2-2" Sch. 40 PVC Conduit (Concrete Encased)	at the unit price of:_____dollars and cents.	LF	210	$	$

SCHEDULE II SUBTOTAL $ _____

RECYCLED CONCRETE AGGREGATE BASE - ALTERNATE BID

P-219a	6" Recycled Concrete Aggregate Base Course	at the unit price of:_____dollars and cents.	SY	11,100	$	$

SCHEDULE II RECYCLED CONCRETE AGGREGATE BID - SUBTOTAL $ _____

CRUSHED AGGREGATE BASE - ALTERNATE BID

MO-209a	6" Aggregate Base Course	at the unit price of:_____dollars and cents.	SY	11,100	$	$

SCHEDULE II CRUSHED AGGREGATE BID - SUBTOTAL $ _____

SCHEDULE II TOTAL (BASE BID PLUS EITHER RECYCLED CONCRETE AGGREGATE OR CRUSHED AGGREGATE BID) $ _____

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SCHEDULE III

Item No.	Description		Units	Estimated Quantity	Unit Price	Total
MO-100a	Mobilization	at the unit price of:_____dollars and cents.	LS	1	$	$
MO-152a	Unclassified Excavation	at the unit price of:_____dollars and cents.	CY	529	$	$
MO-152b	Overexcavation and Replacement	at the unit price of:_____dollars and cents.	SY	353	$	$
P-155a	Lime-Treated Subgrade	at the unit price of:_____dollars and cents.	SY	7,057	$	$
P-155b	Lime	at the unit price of:_____dollars and cents.	TON	160	$	$
MO-156a	Silt Fence	at the unit price of:_____dollars and cents.	LF	580	$	$
MO-156b	Ditch Check	at the unit price of:_____dollars and cents.	EA	1	$	$
P-312a	Stabilization Fabric	at the unit price of:_____dollars and cents.	SY	7,057	$	$
P-501a	6" Portland Cement Concrete Pavement	at the unit price of:_____dollars and cents.	SY	6,683	$	$
MO-601a	Full Depth Pavement Removal	at the unit price of:_____dollars and cents.	SY	6,735	$	$
MoDOT-609a	Type 3 Rock Lining	at the unit price of:_____dollars and cents.	CY	10	$	$
MO-620a	Permanent Airport Pavement Marking (yellow)	at the unit price of:_____dollars and cents.	SF	475	$	$
MO-620b	Permanent Airport Pavement Marking (black)	at the unit price of:_____dollars and cents.	SF	950	$	$
MO-701a	18" RCP Storm Pipe - Class V	at the unit price of:_____dollars and cents.	LF	248	$	$
MO-701b	18" RCP FES - Class V	at the unit price of:_____dollars and cents.	EA	1	$	$
D-751a	Install Aircraft Rated Inlet	at the unit price of:_____dollars and cents.	EA	1	$	$
MO-901a	Seeding with Hydromulch	at the unit price of:_____dollars and cents.	AC	0.5	$	$

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SCHEDULE III

Item No.	Description		Units	Estimated Quantity	Unit Price	Total
MO-108a	4/0 AWG Aluminum Wire, Type XHHW or USE	at the unit price of:_____dollars and cents.	LF	310	$	$
MO-108b	2/0 AWG Aluminum Wire, Type XHHW or USE	at the unit price of:_____dollars and cents.	LF	155	$	$
MO-110a	Install 1-2" Sch. 40 PVC Conduit (Direct Earth Buried)	at the unit price of:_____dollars and cents.	LF	145	$	$

SCHEDULE III SUBTOTAL $ _____

RECYCLED CONCRETE AGGREGATE BASE - ALTERNATE BID

P-219a	6" Recycled Concrete Aggregate Base Course	at the unit price of:_____dollars and cents.	SY	7,057	$	$

SCHEDULE III RECYCLED CONCRETE AGGREGATE BID - SUBTOTAL $ _____

CRUSHED AGGREGATE BASE - ALTERNATE BID

MO-209a	6" Aggregate Base Course	at the unit price of:_____dollars and cents.	SY	7,057	$	$

SCHEDULE III CRUSHED AGGREGATE BID - SUBTOTAL $ _____

SCHEDULE III TOTAL (BASE BID PLUS EITHER RECYCLED CONCRETE AGGREGATE OR CRUSHED AGGREGATE BID) $ _____

ITEM MO-209 CRUSHED AGGREGATE BASE COURSE

DESCRIPTION

209.1.1 This work shall consist of furnishing and placing one or more courses of crushed aggregate base on a prepared subgrade in accordance with these specifications and in conformity with the lines, grades, thicknesses and typical cross sections shown on the plans. Aggregate base shall meet the requirements of the 2004 Missouri Standard Specification for Highway Construction (MSSHC), Section 304 - Aggregate Base Course. **All construction methods, testing, and acceptance criteria shall be in accordance with the standards included within this Item MO-209.**

RECYCLED CONCRETE AGGREGATE BASE - ALTERNATE BID - The MO-209 Crushed Aggregate Base Course shall be used when there is a shortage of recycled concrete as specified under the P-219 Recycled Concrete Aggregate Base specification. The contractor shall use all available recycled concrete prior to using new base rock as specified under this MO-209 specification.

CRUSHED AGGREGATE BASE – ALTERNATE BID – For the use of MO-209 Crushed Aggregate Base Course as the base material as specified under this MO-209 specification.

MATERIALS

209-2.1 AGGREGATE. All materials for aggregate base shall conform to the requirements of the 2004 (MSSHC), Section 304, for **Type 5 Aggregate.**

The ledge stone from which the aggregate base will be produced has to have source approval from the Missouri Department of Transportation (MoDOT). Prior to use of materials, the contractor shall submit the current MoDOT source approval letter to the Engineer for the materials proposed for use during construction. Source approval granted for "all types of highway construction" (Product Code 1005CACP) constitutes approval for all uses. Source approval granted for "all types except PCCP" (Product Code 1005CACM) comprises approval for all uses except Portland cement concrete pavement. Source approval obtained for "all types except PCCP & PCCM" (Product Code 1002CAAC) is considered to be approval for all uses except Portland cement concrete.

The contractor shall submit certified test reports to the Engineer for the gradation of the aggregate base. The certification shall show the appropriate AASHTO test for the material, the test results, and a statement that the material passed or failed. The aggregate shall be sampled and tested for gradation using the following procedures:

a. Sampling Aggregates. Sampling shall be in accordance with AASHTO T 2.

b. Sieve Analysis of Fine and Coarse Aggregate. The aggregate shall be tested in accordance with AASHTO T 27 and shall meet the gradation requirements of the MSSHC, Section 1007.

c. Material Passing No. 200 Sieve. The aggregate shall be tested in accordance with AASHTO T 11 and meet the requirements of the MSSHC, Section 1007.

In lieu of the above gradation testing requirements, the contractor may provide documentation from

MoDOT (District Materials Office) indicating that the material meets specification requirements.

The Engineer may request samples for testing, prior to and during production, to verify the quality of the materials and to ensure conformance with the applicable specifications.

CONSTRUCTION METHODS

209-3.1 PREPARING UNDERLYING COURSE. The underlying course shall be checked and accepted by the Engineer before placing and spreading operations are started. Any ruts or soft yielding places caused by improper drainage conditions, hauling, or any other cause shall be corrected at the Contractor's expense before the base course is placed thereon. Material shall not be placed on frozen subgrade.

209-3.2 MIXING. The aggregate shall be uniformly blended during crushing operations or mixed in a plant. The plant shall blend and mix the materials to meet the specifications and to secure the proper moisture content for compaction.

209-3.3 PLACING. The crushed aggregate base material shall be placed on the moistened subgrade in layers of uniform thickness with a mechanical spreader. The maximum depth of a compacted layer shall be 6 inches. If the total depth of the compacted material is more than 6 inches, it shall be constructed in two or more layers. In multi-layer construction, the base course shall be placed in approximately equal-depth layers.

The previously constructed layer should be cleaned of loose and foreign material prior to placing the next layer. The surface of the compacted material shall be kept moist until covered with the next layer.

209-3.4 COMPACTION. Immediately upon completion of the spreading operations, the crushed aggregate shall be thoroughly compacted. The number, type, and weight of rollers shall be sufficient to compact the material to the required density.

The moisture content of the material during placing operations shall not be below, nor more than 2 percentage points above, the optimum moisture content as determined by ASTM D 698.

209-3.5 ACCEPTANCE SAMPLING AND TESTING FOR DENSITY. Aggregate base course shall be accepted for density on a lot basis. A lot will consist of one day's production where it is not expected to exceed 2400 square yards. A lot will consist of one-half day's production where a day's production is expected to consist of between 2400 and 4800 square yards.

Each lot shall be divided into two equal sublots. One test shall be made for each sublot. Sampling locations will be determined by the Engineer on a random basis in accordance with statistical procedures contained in ASTM D 3665.

Each lot will be accepted for density when the field density is at least 100 percent of the maximum density of laboratory specimens prepared from samples of the base course material delivered to the job site. The specimens shall be compacted and tested in accordance with ASTM D 698. The in-place field density shall be determined in accordance with ASTM D 1556, D 2167 or ASTM D 6938.

If the specified density is not attained, the entire lot shall be reworked and/or recompacted and two additional random tests made. This procedure shall be followed until the specified density is reached.

In lieu of the core method of field density determination, acceptance testing may be accomplished using a nuclear gage in accordance with ASTM D 6938 using the Direct Transmission Method. Calibration and operation of the gage shall be in accordance with the requirements of the manufacturer. The operator of the nuclear gage must show evidence of training and experience in the use of the instrument. The gage shall be standardized daily in accordance with ASTM D 6938.

If a nuclear gage is used for density determination, two random readings shall be made for each sublot.

209-3.6 FINISHING. The surface of the aggregate base course shall be finished by blading or with automated equipment especially designed for this purpose.

In no case will the addition of thin layers of material be added to the top layer of base course to meet grade. If the elevation of the top layer is 1/2 inch or more below grade, the top layer of base shall be scarified to a depth of at least 3 inches, new material added, and the layer shall be blended and recompacted to bring it to grade. If the finished surface is above plan grade, it shall be cut back to grade and rerolled.

Type 5 aggregate base is intended to provide some drainage and shall not be segregated. Trimmed Type 5 aggregate base may not be reused until it is verified as meeting the required specifications. Base material contaminated to such an extent that it no longer complies with the specifications shall be removed and replaced with satisfactory material at the expense of the contractor.

209-3.7 SURFACE TOLERANCES. The finished surface shall not vary more than 3/8 inch when tested with a 16-foot straightedge applied parallel with or at right angles to the centerline. Any deviation in excess of this amount shall be corrected by the Contractor at the Contractor's expense.

The Contractor shall provide a 16-foot straight edge for the Engineer at all times, to verify smoothness.

209-3.8 THICKNESS CONTROL. The completed thickness of the base course shall be within 1/2 inch of the design thickness. Four determinations of thickness shall be made for each lot of material placed. The lot size shall be consistent with that specified in paragraph 3.5. Each lot shall be divided into four equal sublots. One test shall be made for each sublot. Sampling locations will be determined by the Engineer on a random basis in accordance with procedures contained in ASTM D 3665. Where the thickness is deficient by more than 1/2 inch, the Contractor shall correct such areas at no additional cost by excavating to the required depth and replacing with new material. Additional test holes may be required to identify the limits of deficient areas.

Lift thickness testing may also be performed via survey at no cost to the Sponsor.

209-3.9 MAINTENANCE. The base course shall be maintained in a condition that will meet all specification requirements until the work is accepted. Equipment used in the construction of an adjoining section may be routed over completed portions of the base course, provided no damage

results and provided that the equipment is routed over the full width of the base course to avoid rutting or uneven compaction.

If a prime coat is specified in the contract, the contractor will be required to apply the prime coat on any completed portion of the aggregate base as soon as practicable, or as otherwise specified. However, the contractor will not be permitted to apply prime if the moisture in the top 2 inches of the aggregate base exceeds the higher of either (1) the average of the optimum moisture as determined by the standard compaction test and the absorption of the plus No. 4 fraction, or (2) two-thirds of the optimum moisture as determined by the standard compaction test.

At the discretion of the engineer, proof rolling may be required by a loaded tandem axle truck on top of the aggregate base course to determine the level of stability. If the condition of the aggregate base course is not satisfactory, it should be given more time to cure or be reworked to put it into the proper condition for overlay.

METHOD OF MEASUREMENT

209-4.1 The quantity of crushed aggregate base course to be paid for will be determined by measurement of the number of square yards of material actually constructed and accepted by the Engineer as complying with the plans and specifications.

BASIS OF PAYMENT

209-5.1 RECYCLED CONCRETE AGGREGATE BASE - ALTERNATE BID – Payment shall be made at the contract unit price per square yard for recycled concrete aggregate base course under P-219a. This price shall be full compensation for furnishing all materials, for preparing and placing these materials, and for all labor, equipment tools, and incidentals necessary to complete the item.

209-5.2 CRUSHED AGGREGATE BASE – ALTERNATE BID – Payment shall be made at the contract unit price per square yard for crushed aggregate base course. This price shall be full compensation for furnishing all materials, for preparing and placing these materials, and for all labor, equipment tools, and incidentals necessary to complete the item. It shall also include the disposal of the removed concrete pavement by either hauling and disposal off-site or hauling and dumping of the removed concrete in a location designated by the Airport located approximately one-mile from the project site as directed by the Airport Manager and Engineer. If the latter option is chosen, the material will be required to be placed in a graded manner and may not become higher than the bank elevation as directed by the Airport Manager to the satisfaction of the Engineer and Airport Manager. Disposal Area is approximately 20 feet wide, approximately 10 feet deep, and has a length of approximately ¼ mile.

Payment will be made under:

Item MO-209 6" Aggregate Base Course – per square yard

****END OF ITEM MO-209****

required to identify the limits of deficient areas.

Lift thickness testing may also be performed via survey at no cost to the Sponsor.

219-4.11 Traffic. Equipment used in construction may be routed over completed portions of the base course, provided there is no damage to the base course. The equipment shall be routed evenly over the full width of the base course to avoid rutting or uneven compaction.

219-4.12 Maintenance. The base course shall be maintained until the base course is completed and accepted. Maintenance will include immediate repairs to any defects and shall be repeated as often as necessary to keep the completed work intact. The Contractor, at his or her expense, will rework any area of the recycled concrete aggregate base course that is damaged.

METHOD OF MEASUREMENT

219-5.1 The quantity of **6** inch recycled concrete aggregate base course will be determined by measurement of the number of square yards of material actually constructed and accepted as complying with the plans and specifications.

BASIS OF PAYMENT

219-6.1 Payment shall be made at the contract unit price per square yard for **6** inch recycled concrete aggregate base course. This price shall be full compensation for furnishing all materials, for preparing and placing these materials, and for all labor, equipment tools, and incidentals necessary to complete the item. If MO-209 material is required to supplement the recycled concrete material, it shall be paid for under 6" recycled concrete aggregate base course.

Payment will be made under:

P-219a	6" Recycled Concrete Aggregate Base Course – per square yard

TESTING REQUIREMENTS

ASTM C29	Standard Test Method for Bulk Density ("Unit Weight") and Voids in Aggregate
ASTM C88	Standard Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM D75	Standard Practice for Sampling Aggregates
ASTM C117	Standard Test Method for Materials Finer than 75 μm (No. 200) Sieve in Mineral Aggregates by Washing

ASTM C131	Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C136	Standard Test Method for Sieve or Screen Analysis of Fine and Coarse Aggregate
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 (2700 kN-m/m^3))
ASTM D2167	Standard Test Method for Density and Unit Weight of Soil in Place by the Rubber-Balloon Method
ASTM D2419	Standard Test Method for Sand Equivalent Value of Soils and Fine Aggregate
ASTM D3665	Standard Practice for Random Sampling of Construction Materials
ASTM D4318	Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D4643	Standard Test Method for Determination of Water (Moisture) Content of Soil by Microwave Oven Heating
ASTM D4718	Standard Practice for Correction of Unit Weight and Water Content for Soils Containing Oversize Particles
ASTM D4791	Standard Test Method for Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate
ASTM D6938	Standard Test Method for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)

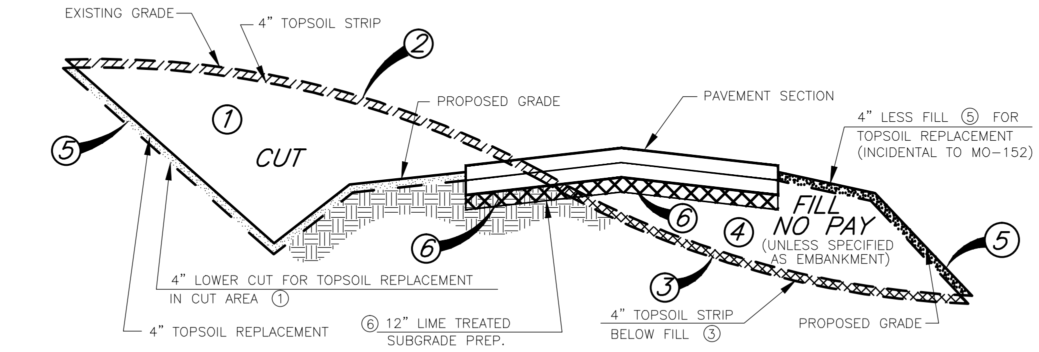
****END OF ITEM P-219****

INDEX OF DRAWINGS

SHEET NO.	SHEET ID	TITLE
1	G001	COVER SHEET
2	G002	INDEX OF DRAWINGS, GENERAL NOTES AND SUMMARY OF APPROXIMATE QUANTITIES
3	G003	SURVEY CONTROL PLAN
4	G004	BORING MAP, BORING LOGS AND NOTES
5	G005	CONSTRUCTION LAYOUT AND SAFETY DRAWING
6	G006	CONSTRUCTION SAFETY DRAWING, OVERALL SCHEDULES
7	G007	CONSTRUCTION SAFETY DRAWING, SCHEDULE I, PHASE 1
8	G008	CONSTRUCTION SAFETY DRAWING, SCHEDULE I, PHASES 2
9	G009	CONSTRUCTION SAFETY DRAWING, SCHEDULES II AND III, PHASE 3
10	G010	CONSTRUCTION SAFETY DRAWING, SCHEDULES II AND III, PHASE 4
11	C100	DEMOLITION PLAN, SCHEDULE II & III
12	C101	DEMOLITION PLAN, SCHEDULE I
13	C102	DEMOLITION PLAN, SCHEDULE III
14	C200	GEOMETRIC PLAN, SCHEDULE II & III
15	C201	GEOMETRIC PLAN, SCHEDULE I
16	C202	GEOMETRIC PLAN, SCHEDULE III
17	C300	GRADING AND SPOT ELEVATION PLAN, SCHEDULE II & III
18	C301	GRADING AND SPOT ELEVATION PLAN, SCHEDULE I
19	C302	GRADING AND SPOT ELEVATION PLAN, SCHEDULE III
20	C400	STORM SEWER PLAN AND PROFILE – STORM LINE A
21	C450	STORM DRAINAGE DETAILS
22	C451	UNDERDRAIN DETAILS
23	C500	TYPICAL SECTIONS
24	C600	CONCRETE JOINT PLAN, SCHEDULE II & III
25	C601	CONCRETE JOINT PLAN, SCHEDULE I
26	C602	CONCRETE JOINT PLAN, SCHEDULE III
27	C650	CONCRETE JOINT DETAILS
28	C651	CONCRETE JOINT DETAILS
29	C700	PAVEMENT MARKING PLAN
30	C750	PAVEMENT MARKING AND TIE–DOWN DETAILS
31	C800	EROSION CONTROL PLAN
32	C850	EROSION CONTROL DETAILS

SUMMARY OF APPROXIMATE QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNITS	SCHEDULE I ESTIMATE	SCHEDULE II ESTIMATE	SCHEDULE III ESTIMATE
MO-100a	Mobilization	LS	1	1	1
MO-152a	Unclassified Excavation	CY	550	650	529
MO-152b	Overexcavation and Replacement	SY	533	555	353
P-155a	Lime-Treated Subgrade	SY	10,650	11,100	7,057
P-155b	Lime	TON	240	250	160
MO-156a	Silt Fence	LF	-	-	580
MO-156b	Ditch Check	EA	-	-	1
P-312a	Stabilization Fabric	SY	10,650	11,100	7,057
P-501a	6" Portland Cement Concrete Pavement	SY	9,890	10,570	6,683
P-501b	6" Portland Cement Concrete Panel Replacement	SY	242	-	-
MO-601a	Full Depth Pavement Removal	SY	9,560	9,800	6,735
MO-601b	Concrete Pavement Select Panel Removal	SY	242	-	-
MoDOT-609a	Type 3 Rock Lining	CY	-	-	10
MO-620a	Permanent Airport Pavement Marking (yellow)	SF	264	746	475
MO-620b	Permanent Airport Pavement Marking (black)	SF	533	1,506	950
MO-620c	Permanent Airport Pavement Marking (blue)	SF	160	-	-
P-640a	Aircraft Tiedown Anchor	EA	27	45	-
MO-701a	18" RCP Storm Pipe - Class V	LF	-	-	248
MO-701b	18" RCP FES - Class V	EA	-	-	1
D-705a	Install 6" Perforated Polyethylene Pipe	LF	-	377	-
D-705b	Install 6" Non-Perforated Polyethylene Pipe	LF	-	78	-
D-751a	Install Aircraft Rated Inlet	EA	-	-	1
D-751b	Install 6-inch Underdrain Inspection Pit	EA	-	1	-
D-751c	Install 6-inch Underdrain Cleanout	EA	-	2	-
D-751d	Install 6-inch Underdrain Outfall	EA	-	1	-
MO-901a	Seeding with Hydromulch	AC	0.5	0.5	0.5
MO-108a	4/0 AWG Aluminum Wire, Type XHHW or USE	LF	-	860	310
MO-108b	2/0 AWG Aluminum Wire, Type XHHW or USE	LF	-	430	155
MO-110a	Install 1-2" Sch. 40 PVC Conduit (Direct Earth Buried)	LF	-	210	145
~~MO-110b~~	~~Install 2-2" Sch. 40 PVC Conduit (Concrete Encased)~~	~~LF~~	~~-~~	~~210~~	~~-~~
RECYCLED CONCRETE AGGREGATE BASE - ALTERNATE BID					
P-219a	6" Recycled Concrete Aggregate Base Course	SY	10,650	11,100	7,057
CRUSHED AGGREGATE BASE - ALTERNATE BID					
MO-209a	6" Aggregate Base Course	SY	10,650	11,100	7,057



+ TOTAL CUT (PAY)

(1) UNCLASSIFIED VOLUME

(2) + VOLUME TOPSOIL AT CUT (STRIPPED) (PAID AS 4" DEEP, PLAN AREA OF CUT)

(3) + VOLUME TOPSOIL BELOW FILL (STRIPPED) (PAID AS 4" DEEP, PLAN AREA OF FILL)

(1)+(2)+(3) = TOTAL VOLUME CUT (PAID AS MO-152a)

TOTAL FILL (NO PAY)

(4) EMBANKMENT VOLUME (NOT PAID)

(5) + TOPSOIL REPLACEMENT ABOVE FILL AND UNDER CUT (NOT PAID) (INCIDENTAL TO MO-152)

(4) + (5) = TOTAL VOLUME FILL

EARTHWORK QUANTITIES = (1) VOLUME OF CUT + (2) VOLUME TOPSOIL AT CUT + (3) VOLUME TOPSOIL BELOW FILL AREAS.

(6) 12" LIME TREATED SUBGRADE PREP (PAID AS P-155a)

1 / G002 UNCLASSIFIED EXCAVATION VOLUME CALCULATION

NOT TO SCALE

GENERAL NOTES

1. ALL QUANTITIES ARE CONSIDERED APPROXIMATE ONLY. ACTUAL QUANTITIES WILL BE DETERMINED BY THE ENGINEER FROM WORK IN PLACE.
2. CONSTRUCTION WILL BE IN COMPLIANCE WITH FAA ADVISORY CIRCULAR (AC) 150/5370–2F, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
3. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND PAYING FOR ALL NECESSARY PERMITS.
4. THE CONTRACTOR SHALL BE REQUIRED TO FIELD VERIFY THE EXISTING PAVEMENT GRADES PRIOR TO COMMENCING WORK.
5. THE CONTRACTOR SHALL PROVIDE MATERIAL SUBMITTALS FOR THE ENGINEER'S APPROVAL PRIOR TO ORDERING.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES OR ROADS. REPAIR SHALL BE MADE AT NO ADDITIONAL COST TO THE SPONSOR.
7. THE PROJECT PAY ITEMS PROVIDED ARE TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THE CONTRACT DOCUMENTS. ALL WORK NOT IDENTIFIED WITH A SPECIFIC PAY ITEM IS TO BE CONSIDERED REQUIRED WORK TO COMPLETE THE PROJECT, AND IS TO BE INCIDENTAL TO THE COST OF PROJECT PAY ITEMS PROVIDED.
8. ALL PAVEMENT REMOVAL SHALL BE MEASURED AND PAID TO NEAT LINE DIMENSIONS.
9. IF THE CONTRACTOR CHOOSES TO OVERBUILD PAVEMENT LAYERS BEYOND THE DIMENSIONS SHOWN ON THE PLANS FOR CONSTRUCTIBILITY, NO PAYMENT WILL BE MADE FOR THIS ADDITIONAL MATERIAL.
10. ALL WASTE MATERIALS SHALL BE REMOVED FROM THE AIRPORT PROPERTY AT NO COST TO THE PROJECT. UNLESS OTHERWISE SPECIFIED.

SURVEY NOTES

1. TWO WEEKS PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE THE ENGINEER A PRE–CONSTRUCTION SURVEY VERIFYING EXISTING ELEVATIONS OF ALL PAVEMENT AREAS AND OTHER CRITICAL AREAS DETERMINED BY THE ENGINEER. THE SURVEY SHALL BE PERFORMED USING SPECIFIED PROJECT CONTROL AND SHALL PROVIDE SUFFICIENT SHOTS TO ACCURATELY REPRESENT THE EXISTING SURFACE. SURVEY SHALL BE PROVIDED TO THE ENGINEER IN ELECTRONIC FORMAT THAT IS ACCEPTABLE TO THE ENGINEER. THIS SURVEY WILL BE USED TO DETERMINE IF ANY MODIFICATIONS TO DESIGN GRADES ARE REQUIRED. THIS SURVEY WILL BE INCIDENTAL TO MOBILIZATION. PRE–CONSTRUCTION SURVEY SHALL BE PERFORMED BY A STATE LICENSED LAND SURVEYOR. SEE SECTION 50 OF THE CONTRACT DOCUMENTS FOR ADDITIONAL SURVEY INFORMATION.
2. BEFORE AND DURING THE PROJECT, ANY DISCREPANCIES IN EXISTING CONDITIONS DISCOVERED BY THE CONTRACTOR SHALL BE IMMEDIATELY IDENTIFIED TO THE ENGINEER.
3. ALL SURVEY PROVIDED TO THE ENGINEER FOR PRE–CONSTRUCTION SURVEYS AND VERIFICATION SURVEYS SHALL BE PROVIDED ELECTRONICALLY AND SHALL INCLUDE POINT NUMBERS, NORTHING, EASTINGS, ELEVATIONS, AND DESCRIPTIONS (PNEZD, COMMA DELINEATED FORMAT).
4. FIELD SURVEY NOTES SHALL BE GIVEN TO THE ENGINEER UPON REQUEST SO THAT PERIODIC CHECKS FOR CONFORMANCE WITH PLAN GRADES, ALIGNMENTS, AND GRADE TOLERANCES CAN BE REVIEWED.
5. ALL REQUIRED SURVEY WILL BE INCIDENTAL TO OTHER BID ITEMS.
6. THE HORIZONTAL AND VERTICAL COORDINATES ARE BASED ON THE HORIZONTAL DATUM NAD 83 AND VERTICAL DATUM NAVD 88.

ISSUE FOR BID

ELIZABETH S. DUVALL PE-2008002153 05/19/2015
NAME REG. NO. DATE
FOR AND ON BEHALF OF JVIATION , INC.

JVIATION®

KIRKSVILLE REGIONAL AIRPORT

DES: T.A.R
DR: J.A.C.
CH: C.L.G
APP: E.S.D

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION
1	E.S.D	05/19/2015	ISSUED FOR BID
2	E.S.D	06/02/2015	ADDENDUM NO. 2

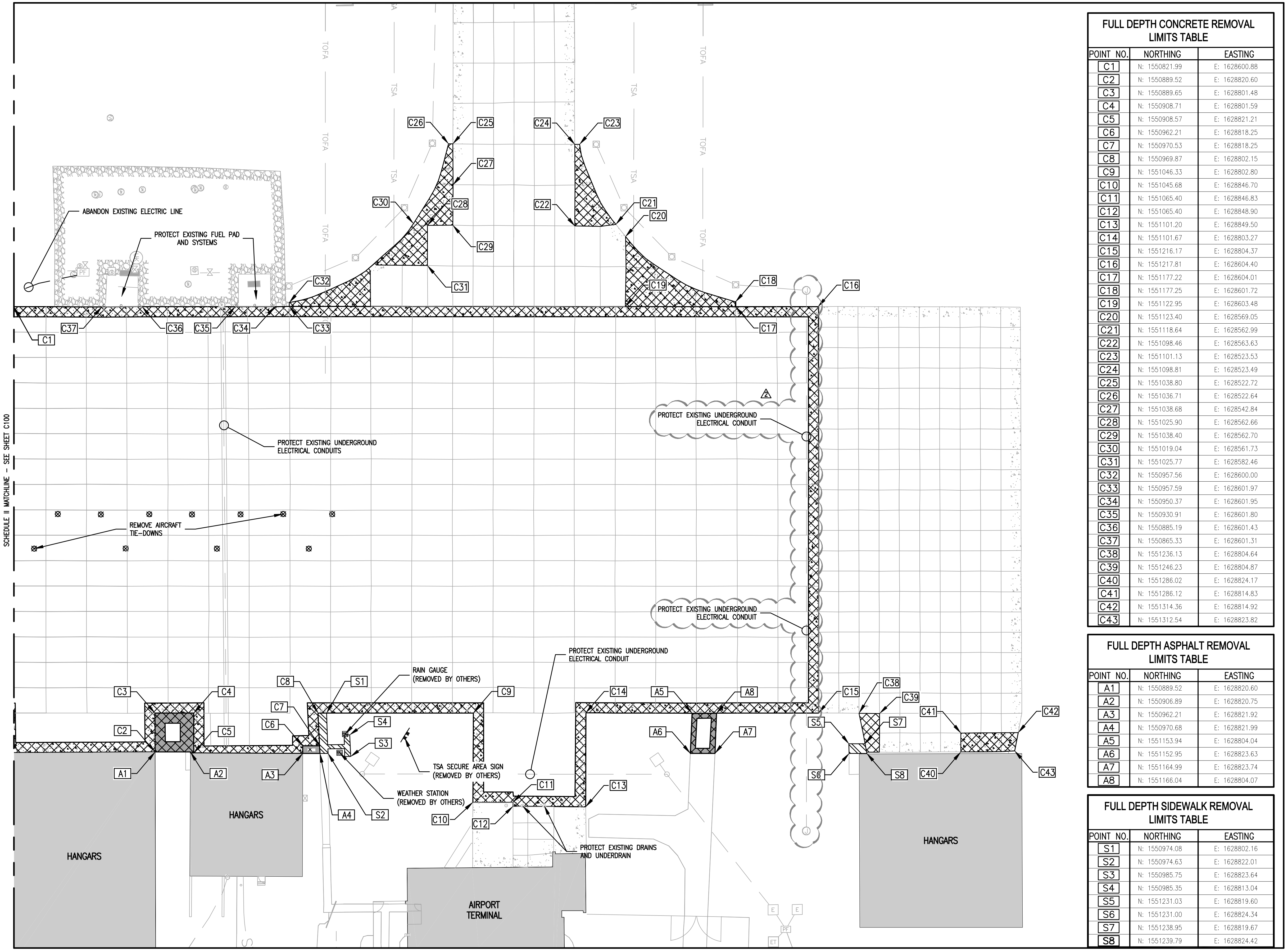
RECONSTRUCT APRON AND T-HANGAR TAXILANES

INDEX OF DRAWINGS, GENERAL NOTES, AND SUMMARY OF APPROXIMATE QUANTITIES

AIP PROJ. NO. 14-028A-3 | JVIATION PROJ. NO. 2015-IRK-01 | DATE: 05/19/2015

SHEET NAME G002

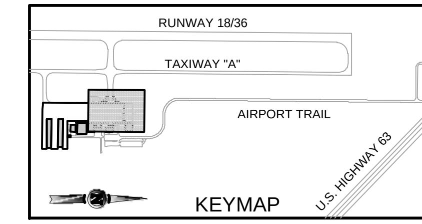
SHEET NO. 2 of 32



FULL DEPTH CONCRETE REMOVAL LIMITS TABLE		
POINT NO.	NORTHING	EASTING
C1	N: 1550821.99	E: 1628600.88
C2	N: 1550889.52	E: 1628820.60
C3	N: 1550889.65	E: 1628801.48
C4	N: 1550908.71	E: 1628801.59
C5	N: 1550908.57	E: 1628821.21
C6	N: 1550962.21	E: 1628818.25
C7	N: 1550970.53	E: 1628818.25
C8	N: 1550969.87	E: 1628802.15
C9	N: 1551046.33	E: 1628802.80
C10	N: 1551045.68	E: 1628846.70
C11	N: 1551065.40	E: 1628846.83
C12	N: 1551065.40	E: 1628848.90
C13	N: 1551101.20	E: 1628849.50
C14	N: 1551101.67	E: 1628803.27
C15	N: 1551216.17	E: 1628804.37
C16	N: 1551217.81	E: 1628604.40
C17	N: 1551177.22	E: 1628604.01
C18	N: 1551177.25	E: 1628601.72
C19	N: 1551122.95	E: 1628603.48
C20	N: 1551123.40	E: 1628569.05
C21	N: 1551118.64	E: 1628562.99
C22	N: 1551098.46	E: 1628563.63
C23	N: 1551101.13	E: 1628523.53
C24	N: 1551098.81	E: 1628523.49
C25	N: 1551038.80	E: 1628522.72
C26	N: 1551036.71	E: 1628522.64
C27	N: 1551038.68	E: 1628542.84
C28	N: 1551025.90	E: 1628562.66
C29	N: 1551038.40	E: 1628562.70
C30	N: 1551019.04	E: 1628561.73
C31	N: 1551025.77	E: 1628582.46
C32	N: 1550957.56	E: 1628600.00
C33	N: 1550957.59	E: 1628601.97
C34	N: 1550950.37	E: 1628601.95
C35	N: 1550930.91	E: 1628601.80
C36	N: 1550885.19	E: 1628601.43
C37	N: 1550865.33	E: 1628601.31
C38	N: 1551236.13	E: 1628804.64
C39	N: 1551246.23	E: 1628804.87
C40	N: 1551286.02	E: 1628824.17
C41	N: 1551286.12	E: 1628814.83
C42	N: 1551314.36	E: 1628814.92
C43	N: 1551312.54	E: 1628823.82

FULL DEPTH ASPHALT REMOVAL LIMITS TABLE		
POINT NO.	NORTHING	EASTING
A1	N: 1550889.52	E: 1628820.60
A2	N: 1550906.89	E: 1628820.75
A3	N: 1550962.21	E: 1628821.92
A4	N: 1550970.68	E: 1628821.99
A5	N: 1551153.94	E: 1628804.04
A6	N: 1551152.95	E: 1628823.63
A7	N: 1551164.99	E: 1628823.74
A8	N: 1551166.04	E: 1628804.07

FULL DEPTH SIDEWALK REMOVAL LIMITS TABLE		
POINT NO.	NORTHING	EASTING
S1	N: 1550974.08	E: 1628802.16
S2	N: 1550974.63	E: 1628822.01
S3	N: 1550985.75	E: 1628823.64
S4	N: 1550985.35	E: 1628813.04
S5	N: 1551231.03	E: 1628819.60
S6	N: 1551231.00	E: 1628824.34
S7	N: 1551238.95	E: 1628819.67
S8	N: 1551239.79	E: 1628824.42



DEMOLITION LEGEND

- FULL DEPTH CONCRETE REMOVAL LIMITS (MO-601a)
- FULL DEPTH ASPHALT REMOVAL LIMITS (MO-601a) (SEE NOTE 10)
- FULL DEPTH SIDEWALK REMOVAL LIMITS (MO-601a)

NOTES

1. ANY PAVEMENT DAMAGED DURING REMOVAL OUTSIDE THE PROPOSED REMOVAL LIMITS SHALL BE SQUARED OFF TO THE SATISFACTION OF THE ENGINEER. ALL COSTS ASSOCIATED WITH THE ADDITIONAL REMOVAL AND RECONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. CONTRACTOR SHALL LOCATE AND PROTECT ALL EXISTING UTILITIES AND ELECTRICAL SYSTEMS DURING CONSTRUCTION.
3. ANY PAINT DAMAGED OUTSIDE OF REMOVAL LIMITS TO BE RESTORED TO ORIGINAL CONDITIONS AT THE EXPENSE OF THE CONTRACTOR.
4. IF EXISTING PAVEMENT IS DAMAGED BY HAUL OPERATIONS, THE CONTRACTOR SHALL REPAIR PAVEMENT AT NO ADDITIONAL COST TO THE SPONSOR.
5. DOUBLE SAW CUT ALL CONCRETE TO PROTECT REMAINING PANELS. ANY DAMAGE TO ADJACENT PANELS SHALL BE REMOVED AND REPLACED AT CONTRACTOR'S EXPENSE. SEE DETAIL 1, SHEET C651 FOR DEMOLITION AROUND HANGARS.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER OFF-SITE DISPOSAL OF ALL WASTE MATERIALS GENERATED FROM THE PROJECT THAT IS NOT SPECIFIED TO BE REUSED ON THIS PROJECT. ALL COSTS ARE INCIDENTAL TO RESPECTIVE REMOVAL BID ITEM.
7. ALL REMOVAL NORTHINGS AND EASTINGS ARE APPROXIMATE ONLY.
8. PAVEMENT REMOVAL SHALL BE MEASURED AND PAID TO NEAT LINE DIMENSIONING.
9. REMOVAL OF ALL AIRCRAFT TIE-DOWNS SHALL BE CONSIDERED INCIDENTAL TO THE PAVEMENT REMOVAL.
10. FULL DEPTH REMOVAL INCLUDES REMOVAL OF ANY UNDERLYING CONCRETE OR ASPHALT BASES. SOME SCHEDULE III ASPHALT PAVEMENTS HAVE UNDERLYING CONCRETE PAVEMENT TO BE REMOVED. SEE SHEET G004 FOR EXISTING PAVEMENT THICKNESS.

GRAPHIC SCALE
25 0 25 50
(IN FEET)

ISSUE FOR BID

THESE DRAWINGS ARE FOR BIDDING PURPOSES ONLY. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	REG. NO.	DATE
ELIZABETH S. DUVALL	PE-2008002153	05/19/2015

FOR AND ON BEHALF OF JVIATION , INC.

JVIATION®

KIRKSVILLE REGIONAL AIRPORT

DES: T.A.R
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RECONSTRUCT APRON AND T-HANGAR TAXILANES

DEMOLITION PLAN SCHEDULE I

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
14-028A-3	2015-IRK-01	05/19/2015

SHEET NAME: C101

SHEET NO. 12 of 32

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May 29, 2015 - 2:16pm
jwhitman

GEOMETRY TABLE

POINT NO.	NORTHING	EASTING
1	N: 1550312.86	E: 1628596.82
2	N: 1550311.24	E: 1628775.84
3	N: 1550310.00	E: 1628911.84
4	N: 1550362.39	E: 1628912.31
5	N: 1550363.90	E: 1628776.31
6	N: 1550414.88	E: 1628776.93
7	N: 1550413.60	E: 1628912.77
8	N: 1550488.09	E: 1628777.71
9	N: 1550540.86	E: 1628778.46
10	N: 1550591.34	E: 1628914.39
11	N: 1550598.41	E: 1628897.96
12	N: 1550598.94	E: 1628842.55
13	N: 1550592.21	E: 1628818.51
14	N: 1550592.39	E: 1628798.39
15	N: 1550820.18	E: 1628800.45
16	N: 1550822.00	E: 1628600.81
17	N: 1550460.72	E: 1628597.74

TIE-DOWN LOCATION TABLE

POINT NO.	NORTHING	EASTING
T1	N: 1550428.37	E: 1628601.74
T2	N: 1550410.16	E: 1628619.68
T3	N: 1550446.26	E: 1628620.01
T4	N: 1550476.47	E: 1628602.18
T5	N: 1550458.26	E: 1628620.12
T6	N: 1550494.35	E: 1628620.45
T7	N: 1550524.57	E: 1628602.61
T8	N: 1550506.35	E: 1628620.55
T9	N: 1550542.45	E: 1628620.88
T10	N: 1550572.66	E: 1628603.05
T11	N: 1550554.45	E: 1628620.99
T12	N: 1550590.55	E: 1628621.32

TIE-DOWN LOCATION TABLE

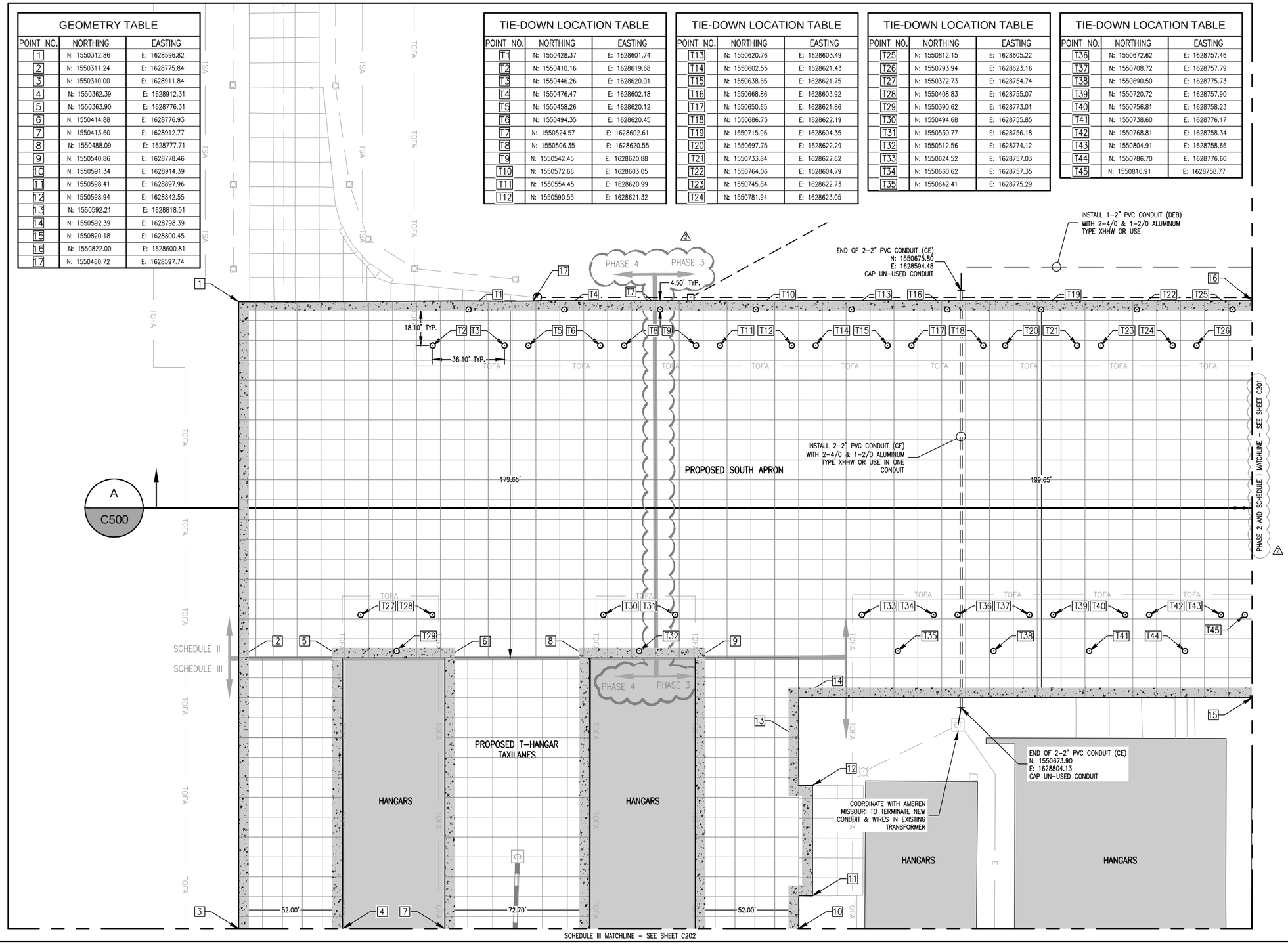
POINT NO.	NORTHING	EASTING
T13	N: 1550620.76	E: 1628603.49
T14	N: 1550602.55	E: 1628621.43
T15	N: 1550638.65	E: 1628621.75
T16	N: 1550668.86	E: 1628603.92
T17	N: 1550650.65	E: 1628621.86
T18	N: 1550686.75	E: 1628622.19
T19	N: 1550715.96	E: 1628604.35
T20	N: 1550697.75	E: 1628622.29
T21	N: 1550733.84	E: 1628622.62
T22	N: 1550764.06	E: 1628604.79
T23	N: 1550745.84	E: 1628622.73
T24	N: 1550781.94	E: 1628623.05

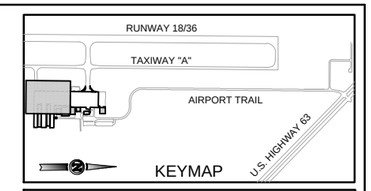
TIE-DOWN LOCATION TABLE

POINT NO.	NORTHING	EASTING
T25	N: 1550812.15	E: 1628605.22
T26	N: 1550793.94	E: 1628623.16
T27	N: 1550372.73	E: 1628754.74
T28	N: 1550408.83	E: 1628755.07
T29	N: 1550390.62	E: 1628773.01
T30	N: 1550494.68	E: 1628755.85
T31	N: 1550530.77	E: 1628756.18
T32	N: 1550512.56	E: 1628774.12
T33	N: 1550624.52	E: 1628757.03
T34	N: 1550660.62	E: 1628757.35
T35	N: 1550642.41	E: 1628775.29

TIE-DOWN LOCATION TABLE

POINT NO.	NORTHING	EASTING
T36	N: 1550672.62	E: 1628757.46
T37	N: 1550708.72	E: 1628757.79
T38	N: 1550690.50	E: 1628775.73
T39	N: 1550720.72	E: 1628757.90
T40	N: 1550756.81	E: 1628758.23
T41	N: 1550738.60	E: 1628776.17
T42	N: 1550768.81	E: 1628758.34
T43	N: 1550804.91	E: 1628758.66
T44	N: 1550786.70	E: 1628776.60
T45	N: 1550816.91	E: 1628758.77





GEOMETRIC LEGEND

PROPOSED 6" PCCP (P-501a)

PROPOSED AIRCRAFT TIE-DOWN

NOTES

1. ALL LINE AND CURVE CALLOUTS ARE AT EDGE OF PCCP UNLESS OTHERWISE NOTED.
2. SEE SHEETS G006 THRU G010 FOR CONSTRUCTION PHASING.
3. SEE SHEET C500 FOR TYPICAL PAVEMENT SECTIONS.
4. SEE SHEETS C600 THRU C602 FOR CONCRETE JOINT LAYOUT.
6. SEE SHEET C700 FOR PAVEMENT MARKING INFORMATION.
7. ANY PAVEMENT DAMAGED DURING REMOVAL OUTSIDE THE PROPOSED REMOVAL LIMITS SHALL BE SQUARED OFF TO THE SATISFACTION OF THE ENGINEER. ALL COSTS ASSOCIATED WITH THE ADDITIONAL REMOVAL AND RECONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
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9. CONTRACTOR SHALL PROTECT UNDERDRAIN CLEANOUTS AND INSPECTION PITS.
10. PROPOSED PCCP AROUND HANGARS SHALL TIE TO EXISTING BUILDING FINISHED FLOOR PAVEMENT LIMITS.

GRAPHIC SCALE
25 0 25 50
(IN FEET)

ISSUE FOR BID

THESE DRAWINGS ARE FOR BIDDING PURPOSES ONLY. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

ELIZABETH S. DUVALL PE-2008002153 05/19/2015
NAME REG. NO. DATE
FOR AND ON BEHALF OF JVIATION , INC.

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jcooper

JVIATION®

KIRKSVILLE REGIONAL AIRPORT

DES: T.A.R
DR: J.A.C.
CH: C.L.G
APP: E.S.D

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION
1	E.S.D	05/19/2015	ISSUED FOR BID
2	E.S.D	06/02/2015	ADDENDUM NO. 2

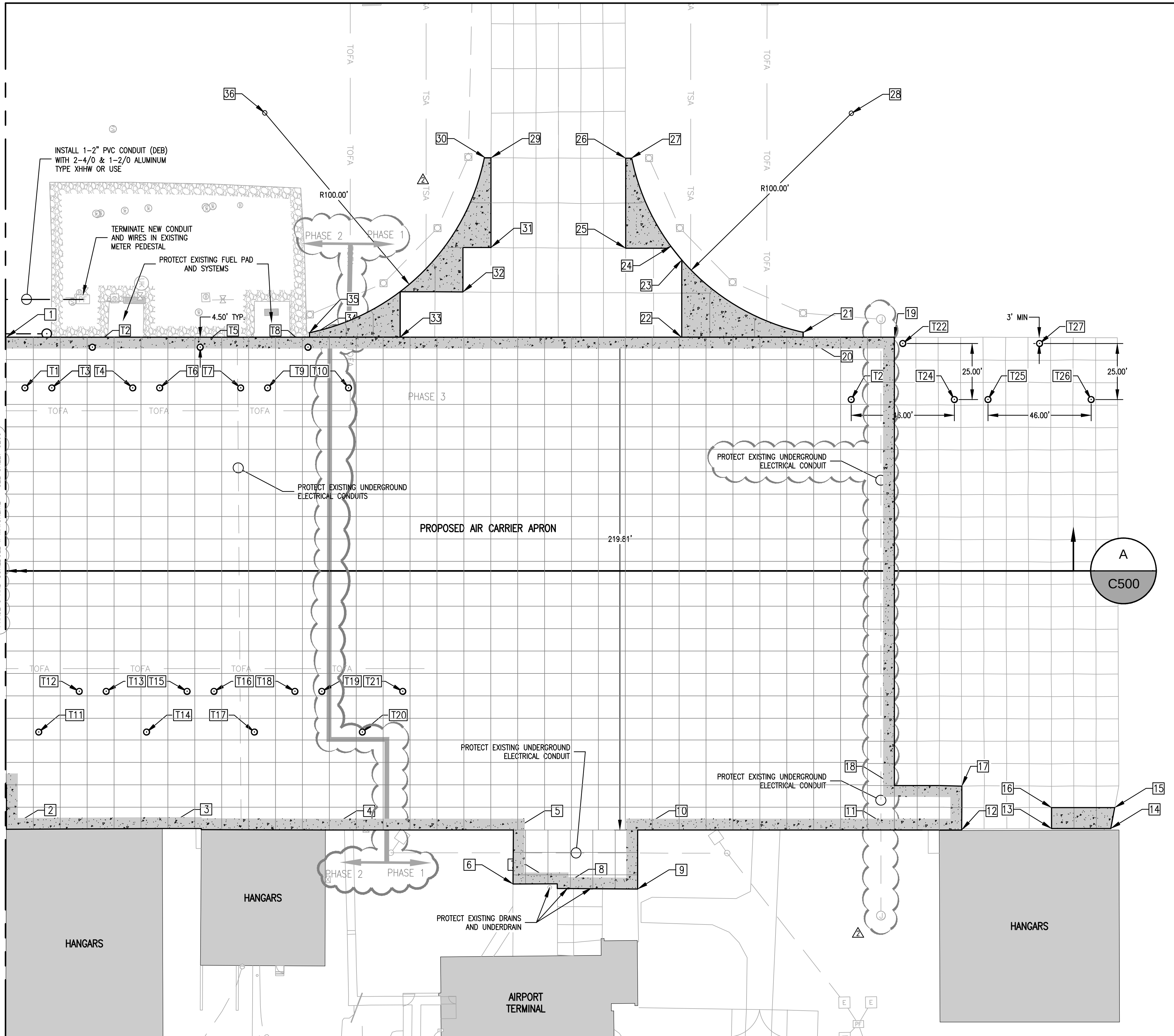
RECONSTRUCT APRON AND T-HANGAR TAXILANES

GEOMETRIC PLAN
SCHEDULE II & III

AIP PROJ. NO. 14-028A-3 | JVIATION PROJ. NO. 2015-IRK-01 | DATE: 05/19/2015

SHEET NAME C200

SHEET NO. 14 of 32

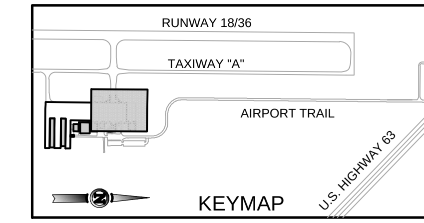


GEOMETRY TABLE

POINT NO.	NORTHING	EASTING
1	N: 1550822.00	E: 1628600.81
2	N: 1550820.00	E: 1628820.27
3	N: 1550889.52	E: 1628820.60
4	N: 1550962.21	E: 1628821.92
5	N: 1551046.04	E: 1628822.66
6	N: 1551045.68	E: 1628846.70
7	N: 1551065.40	E: 1628846.83
8	N: 1551065.40	E: 1628848.90
9	N: 1551101.20	E: 1628849.50
10	N: 1551101.49	E: 1628823.16
11	N: 1551215.99	E: 1628824.20
12	N: 1551245.98	E: 1628823.90
13	N: 1551286.02	E: 1628824.17
14	N: 1551312.54	E: 1628823.82
15	N: 1551314.36	E: 1628814.92
16	N: 1551286.12	E: 1628814.83
17	N: 1551246.23	E: 1628804.87
18	N: 1551216.17	E: 1628804.37
19	N: 1551217.81	E: 1628604.40
20	N: 1551177.22	E: 1628604.01
21	N: 1551177.25	E: 1628601.85
22	N: 1551122.95	E: 1628603.48
23	N: 1551123.40	E: 1628569.05
24	N: 1551118.64	E: 1628562.99
25	N: 1551098.46	E: 1628563.63
26	N: 1551098.81	E: 1628523.49
27	N: 1551101.53	E: 1628523.51
28	N: 1551199.69	E: 1628504.40
29	N: 1551038.80	E: 1628522.72
30	N: 1551035.96	E: 1628522.70
31	N: 1551038.40	E: 1628562.70
32	N: 1551025.77	E: 1628582.46
33	N: 1550997.51	E: 1628602.40
34	N: 1550957.17	E: 1628601.99
35	N: 1550957.19	E: 1628599.99
36	N: 1550938.17	E: 1628501.81

TIE-DOWN LOCATION TABLE

POINT NO.	NORTHING	EASTING
T1	N: 1550830.04	E: 1628623.49
T2	N: 1550860.25	E: 1628605.66
T3	N: 1550842.04	E: 1628623.60
T4	N: 1550878.14	E: 1628623.93
T5	N: 1550908.35	E: 1628606.09
T6	N: 1550890.14	E: 1628624.03
T7	N: 1550926.24	E: 1628624.36
T8	N: 1550956.45	E: 1628606.53
T9	N: 1550938.24	E: 1628624.47
T10	N: 1550974.33	E: 1628624.80
T11	N: 1550834.80	E: 1628777.04
T12	N: 1550853.01	E: 1628759.10
T13	N: 1550865.01	E: 1628759.21
T14	N: 1550882.90	E: 1628777.48
T15	N: 1550901.11	E: 1628759.53
T16	N: 1550913.11	E: 1628759.64
T17	N: 1550930.99	E: 1628777.91
T18	N: 1550949.21	E: 1628759.97
T19	N: 1550961.21	E: 1628760.08
T20	N: 1550979.09	E: 1628778.35
T21	N: 1550997.31	E: 1628760.41
T22	N: 1551221.68	E: 1628607.24
T23	N: 1551198.45	E: 1628632.03
T24	N: 1551244.45	E: 1628632.45
T25	N: 1551259.45	E: 1628632.58
T26	N: 1551305.45	E: 1628633.00
T27	N: 1551282.68	E: 1628607.79



GEOMETRIC LEGEND

PROPOSED 6" PCCP (P-501a)

PROPOSED AIRCRAFT TIE-DOWN

NOTES

1. ALL LINE AND CURVE CALLOUTS ARE AT EDGE OF PCCP UNLESS OTHERWISE NOTED.
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4. SEE SHEETS C600 THRU C602 FOR CONCRETE JOINT LAYOUT.
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GRAPHIC SCALE
25 0 25 50
(IN FEET)

ISSUE FOR BID

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NAME	REG. NO.	DATE
ELIZABETH S. DUVALL	PE-2008002153	05/19/2015

FOR AND ON BEHALF OF JVIATION , INC.

JVIATION®

KIRKSVILLE REGIONAL AIRPORT

DES: T.A.R
DR: J.A.C.
CH: C.L.G
APP: E.S.D

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION
1	E.S.D	05/19/2015	ISSUED FOR BID
2 (triangle)	E.S.D	06/02/2015	ADDENDUM NO. 2

RECONSTRUCT APRON AND T-HANGAR TAXILANES

GEOMETRIC PLAN SCHEDULE I

AIP PROJ. NO. 14-028A-3
JVIATION PROJ. NO. 2015-IRK-01
DATE: 05/19/2015

SHEET NAME C201
SHEET NO. 15 of 32

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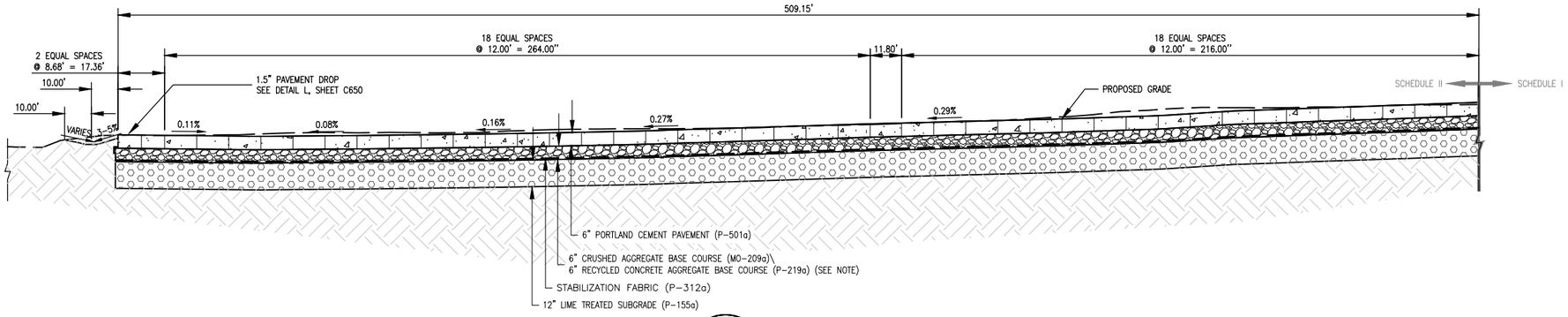


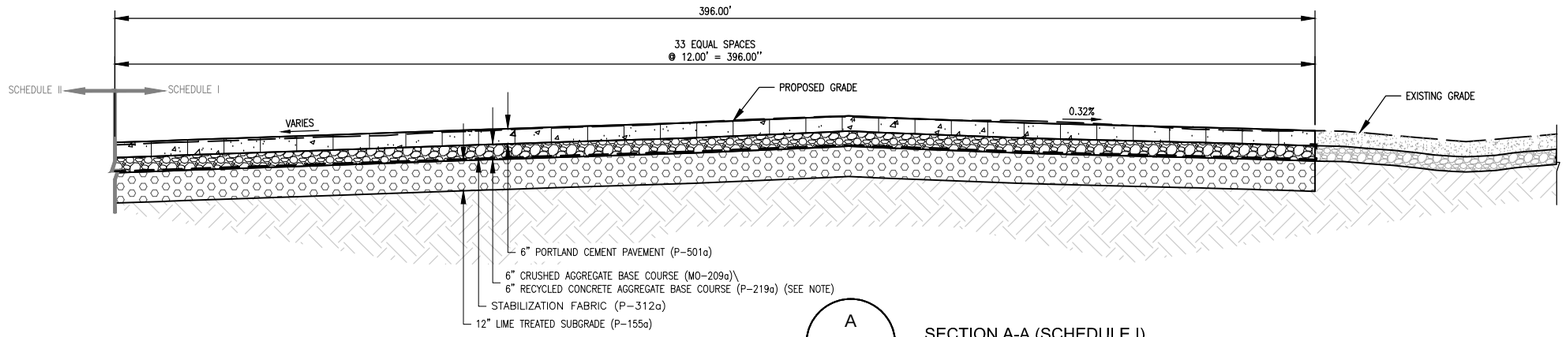
A
C500

SECTION A-A (SCHEDULE II)
N.T.S

NOTE:

- IF RECYCLED CONCRETE AGGREGATE BASE ALTERNATE IS BID, MO-209 TO BE USED WHERE THERE IS A SHORTAGE OF P-219 MATERIAL, AND SHALL BE PAID FOR AS P-219 MATERIAL.
- IF CRUSHED AGGREGATE BASE ALTERNATE IS BID, ALL MATERIAL USED SHALL BE MO-209.

2



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SECTION A-A (SCHEDULE I)
N.T.S

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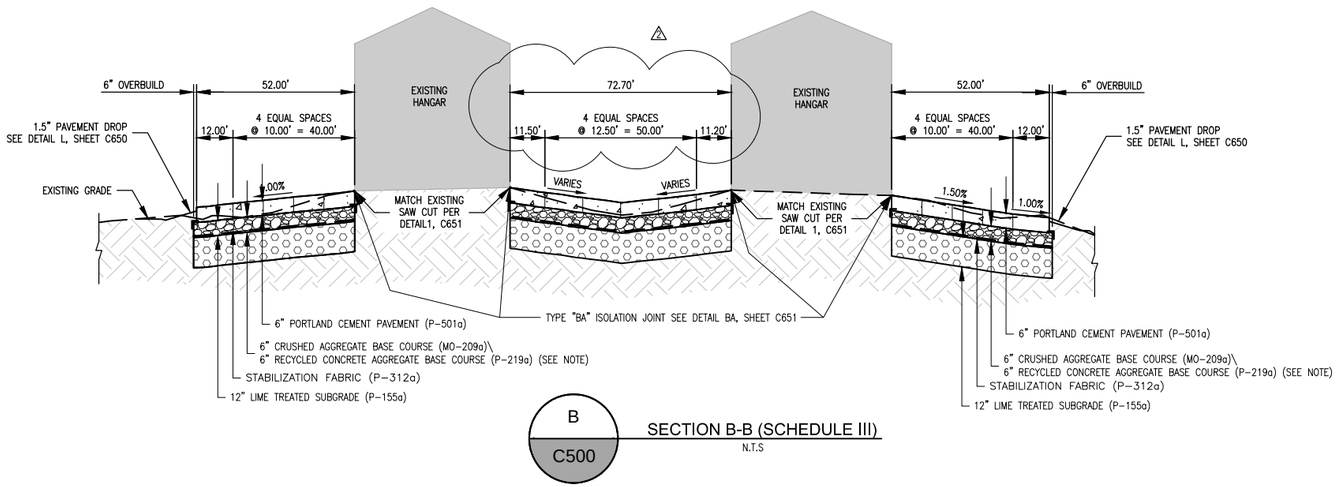

B
C500

SECTION B-B (SCHEDULE III)
N.T.S

ISSUE FOR BID

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ELIZABETH S. DUVALL PE-2008002153 05/19/2015
NAME REG. NO. DATE
FOR AND ON BEHALF OF JVIATION , INC.

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JVIATION®

KIRKSVILLE REGIONAL AIRPORT

DES: T.A.R
DR: J.A.C.
CH: C.L.G
APP: E.S.D

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION
1	E.S.D	05/19/2015	ISSUED FOR BID
2	E.S.D	06/02/2015	ADDENDUM NO. 2

RECONSTRUCT APRON AND T-HANGAR TAXILANES

TYPICAL SECTIONS

AIP PROJ. NO. 14-028A-3
JVIATION PROJ. NO. 2015-IRK-01
DATE: 05/19/2015

SHEET NAME C500
SHEET NO. 23 of 32

Addendum No. 2
June 2, 2015
To: Contract Documents, Plans
and Specifications
Project No. 14-028A-3
Dated: May 19, 2015

ADDENDUM NO. 1
ATTACHMENT 1

Pre-Bid Agenda and Sign-In Sheet

KIRKSVILLE REGIONAL AIRPORT

RECONSTRUCT AIR CARRIER APRON (SCHEDULE I)
RECONSTRUCT SOUTH APRON (SCHEDULE II)
RECONSTRUCT T-HANGAR TAXILANES (SCHEDULE III)
MoDOT PROJECT NO. 14-028A-3 / AIR 156-028A
DATE: MAY 28, 2015
TIME: 1:00 P.M.

PRE-BID CONFERENCE

1. RECORDING OF ATTENDEES

A. Recording of attendees, firm represented, address, phone number and email.

B. Attendance list and Agenda will be sent to all plan holders.

2. INTRODUCTIONS & PROJECT DESCRIPTION

A. Airport Representatives

- Glenn Balliew – Director, Kirksville Public Works & Kirksville Regional Airport

B. Airport Engineering – Jviation, Inc.

- Ryan Lorton, P.E. – Project Manager
- Elizabeth Duvall, P.E.- Project Engineer

C. MoDOT Aviation

- Tamara Pitts – Project Manager

D. Project Schedules

- Schedule I – Reconstruct Air Carrier Apron
- Schedule II – Reconstruct South Apron
- Schedule III – Reconstruct T-Hangar Taxilanes

E. **Addendum No. 1 has been issued** revising both the Federal and State Wage Rates.

F. Work Items

ITEM NO.	ITEM DESCRIPTION	UNITS	SCHEDULE I	SCHEDULE II	SCHEDULE III
			ESTIMATE	ESTIMATE	ESTIMATE
MO-100a	Mobilization	LS	1	1	1
MO-152a	Unclassified Excavation	CY	550	650	529
MO-152b	Overexcavation and Replacement	SY	533	555	353
P-155a	Lime-Treated Subgrade	SY	10,650	11,100	7,057
P-155b	Lime	TON	240	250	160
MO-156a	Silt Fence	LF	-	-	580
MO-156b	Ditch Check	EA	-	-	1
MO-209a	6" Aggregate Base Course	SY	1,530	1,590	4,257
P-219a	6" Recycled Concrete Aggregate Base Course	SY	9,120	9,510	2,800
P-312a	Stabilization Fabric	SY	10,650	11,100	7,057
P-501a	6" Portland Cement Concrete Pavement	SY	9,890	10,570	6,683
P-501b	6" Portland Cement Concrete Panel Replacement	SY	242	-	-
MO-601a	Full Depth Pavement Removal	SY	9,560	9,800	6,735
MO-601b	Concrete Pavement Select Panel Removal	SY	242	-	-
MoDOT-609a	Type 3 Rock Lining	CY	-	-	10
MO-620a	Permanent Airport Pavement Marking (yellow)	SF	264	746	475
MO-620b	Permanent Airport Pavement Marking (black)	SF	533	1,506	950
MO-620c	Permanent Airport Pavement Marking (blue)	SF	160	-	-
P-640a	Aircraft Tiedown Anchor	EA	27	45	-
MO-701a	18" RCP Storm Pipe - Class V	LF	-	-	248
MO-701b	18" RCP FES - Class V	EA	-	-	1
D-705a	Install 6" Perforated Polyethylene Pipe	LF	-	377	-
D-705b	Install 6" Non-Perforated Polyethylene Pipe	LF	-	78	-
D-751a	Install Aircraft Rated Inlet	EA	-	-	1
D-751b	Install 6-inch Underdrain Inspection Pit	EA	-	1	-
D-751c	Install 6-inch Underdrain Cleanout	EA	-	2	-
D-751d	Install 6-inch Underdrain Outfall	EA	-	1	-
MO-901a	Seeding with Hydromulch	AC	0.5	0.5	0.5
MO-108a	4/0 AWG Aluminum Wire, Type XHHW or USE	LF	-	860	310
MO-108b	2/0 AWG Aluminum Wire, Type XHHW or USE	LF	-	430	155
MO-110a	Install 1-2" Sch. 40 PVC Conduit (Direct Earth Buried)	LF	-	210	145
MO-110b	Install 2-2" Sch. 40 PVC Conduit (Concrete Encased)	LF	-	210	-

3. BID OPENING

A. Date: Tuesday, June 9, 2015 at 3:00 P.M. (CST)

B. Location: City of Kirksville
City Council Chambers
Kirksville City Hall
201 S. Franklin
Kirksville, MO 63501

C. Bid Bond: 5% of bid amount – Section 2, Instructions to Bidders, Paragraph 4 and Section 20-10 Bid Guaranty.

D. Contract Proposal: Proposal Form starts on page B-1. Submit pages B-1 through B-25 with bid.

E. Award: Notice to Bidders, Section 1, Page 3 and Section 30 Award and Execution of Contract.

NOTE: Bid Hold is 120 Calendar Days. Section 1, Page 3, Award of Contract. B. states 90 calendar days and this shall be changed to 120 calendar days.

4. DBE GOALS

A. 3% of Contract Amount.

5. ESTIMATED CRITICAL CONTRACT DATES

A. Contract Award: Summer/Fall 2015 (ESTIMATED) –The signature of the bidder on the proposal form indicates that within thirty (30) calendar days from acceptance of its bid offer it will execute a contract with the Owner and, if indicated in this solicitation, furnish a project specific Certificate of Insurance naming the Owner as Additional Insured, furnish Performance and Payment Bonds and any other documents required by the Contract Documents.

B. Notice to Proceed: Fall 2015 (ESTIMATED), Refer to Section 80-2.

Project Time: 140 Calendar Days.

6. LIQUIDATED DAMAGES

A. As compensation for non-use, the Contractor shall be assessed a liquidated damage of **$750/calendar day(s)** for each day that the work remains uncompleted beyond the contract period.

SECTION 80-08 FAILURE TO COMPLETE ON TIME.

Phase	Liquidated Damages Cost	Allowed Construction Time
Phase 1	$750/Calendar Day(s)	35 Calendar Days
Phase 2	$750/Calendar Day(s)	35 Calendar Days
Phase 3	$750/Calendar Day(s)	35 Calendar Days
Phase 4	$750/Calendar Day(s)	35 Calendar Days

Please see Phasing Sheets G005 thru G010 of the Construction Drawings for more information on the scheduling/sequencing of work.

Permitting the Contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a waiver on the part of the Owner of any of its rights under the contract.

7. BONDING

A. Payment Bond: 100% of Bid Amount, Refer to Section 30-6
B. Performance Bond: 100% of Bid Amount, Refer to Section 30-6

8. BUY AMERICAN REQUIREMENTS

A. See Section 4 – Supplementary Provisions, Part A Federal and State Provisions, subpart 5 for Buy American Requirements. Buy American Certification is required to be submitted as part of the Bid Proposal Form.

9. INSURANCE REQUIREMENTS

Refer to Section 4, Part C Local Provisions, Paragraph 15 for Contractor's Insurance requirements.

A. The Contractor shall pay for and maintain during the life of this contract adequate Workmen's Compensation, Public Liability and Property Damage Insurance. The Contractor is charged with the responsibility for adequate and proper coverage for all his subcontract operations. Contractor shall furnish to the Sponsor satisfactory proof of carriage of the insurance required.

10. FEDERAL AND STATE WAGE RATES (DAVIS BACON ACT)

A. The higher of the Federal wage and State wage rates are required for this project for work completed. Refer to Section 4, Part D Federal and State Wage Rates.

11. ENGINEER'S FIELD OFFICE

A. Refer to Section 60-5, for requirements.

12. MISCELLANEOUS

A. Construction Materials: Sales Tax Exemption. Refer to Section 4, Part C Local Provisions, Paragraph 17 Sales and Use Taxes.
B. Contractor Access and Haul Route- Review the Phasing sheets. The Contractor shall be responsible for any damage to existing facilities or roads regardless of legal load. Repairs shall be made at no additional cost to the sponsor.
C. Acceptance Testing: All acceptance testing for this project is the responsibility of the Engineer at no additional cost to the Contract except where specifically stated in the specifications.
D. Waste Area- Contractor shall dispose of all waste materials offsite.
E. Questions will be taken via written format only to Jviation, Inc. until **Wednesday, June 3, 2015 5:00 p.m. (CST)**.

13. QUESTIONS

14. PROJECT SITE TOUR

JVIATION®

931 Wildwood Drive, Suite 101
Jefferson City, MO 65109
Phone: 573.636.3200
Fax: 573.636.3201

Pre-Bid Meeting Sign In

Meeting Date / Location: May 28, 2015 / Kirksville Regional Airport

Time: 1:00 p.m.

Project Name: Schedule I: Reconstruct Air Carrier Apron
Schedule II: Reconstruct South Apron
Schedule III: Reconstruct T-Hangar Taxilanes

MoDOT Project #: 14-028A-3 / AIR 156-028A

Name	Company	Telephone No.	E-mail
Ryan B. Lorton	Jviation	573-418-1450	Ryan.Lorton@jviation.com
Elizabeth Duvall	Jviation	573-469-3011	Elizabeth.Duvall@jviation.com
Glenn Balliew	Kirksville	660-665-5020	gballiew@kirksvillecity.com
KEVIN LEAHR	CHESTER BROSS CONST. CO.	573-221-5958	kevinleahr68@hotmail.com
DON STEPHENSON	Mid West Heavy	816-423-9680	don@mwheavy.com
Brandon Kendall	Ideker Inc.	816 390 4617	bdogg76@hotmail.com
Bob Miller	W. L. Miller Co.	(217) 847-3316	
BRIAN BURKS	EMERY SAPP & SONS, INC.	(573) 445-8331	brian.burks@emerysapp.com
Brian Smith	Kirksville Ready Mix	660-665-5604	bsmith@centralconcreteco.com
FRANK MIHALEVICH	MIHALEVICH CONST.	660-665-9419	mihalevichconcrete@gmail.com
Kara Mihalevich	Mihalevich Concrete	660-665-9419	kara@adventurestudenttravel.com