

ADDENDUM NO. 1
TO
PACK 2 – AIRFIELD PAVEMENT MAINTENANCE (2026)
#1 – THAYER MEMORIAL AIRPORT (42M), THAYER, MO
(MODOT AVIATION PROJECT NO: AIR 256-105A-1)
#2 – GIDEON MEMORIAL AIRPORT (M85), GIDEON, MO
(MODOT AVIATION PROJECT NO: AIR 256-073B-1)
#3 – UNIONVILLE MUNICIPAL AIRPORT (K43), UNIONVILLE, MO
(MODOT AVIATION PROJECT NO: AIR 256-024A-1)
#4 – MISSISSIPPI COUNTY AIRPORT (CHQ), CHARLESTON, MO
(MODOT AVIATION PROJECT NO: AIR 256-078A-1)

Addendum Date: January 26, 2026

To Prospective Bidders:

The contract documents/specifications and plans for the above referenced project are hereby amended as follows:

Plans:

Entry 1: Gideon Memorial Airport (M85), Replace Plan Sheet 5 (CSPP-2) with the attached Plan Sheet 5 (CSPP-2).

- a. CSPP Section 19B, third bullet point has been updated to match work restrictions (moratoriums) on Plan Sheet 6 (CSPP-3) [Refer to **Attached Updated Plan Sheet**].

Entry 2: Unionville Municipal Airport (K43), Replace Plan Sheet 5 (CSPP-2) with the attached Plan Sheet 5 (CSPP-2).

- a. CSPP Section 19B, third bullet point has been updated to match work restrictions (moratoriums) on Plan Sheet 6 (CSPP-3) [Refer to **Attached Updated Plan Sheet**].

Entry 3: Mississippi County Airport (CHQ), Replace Plan Sheet 5 (CSPP-2) with the attached Plan Sheet 5 (CSPP-2).

- a. CSPP Section 19B, third bullet point has been updated to match work restrictions (moratoriums) on Plan Sheet 6 (CSPP-3) [Refer to **Attached Updated Plan Sheet**].

Entry 4: Mississippi County Airport (CHQ), Replace Plan Sheet 6 (CSPP-3) with the attached Plan Sheet 6 (CSPP-3).

- a. The Tentative Construction Schedule Table has been updated to show two asterisks instead of three asterisks to correspond with the note below the table.

Questions and Clarifications:

Entry 5: A potential bidder has commented that mold is present on the pavement at the Mississippi County Airport (CHQ), Charleston, MO.

Response 5: Per the Notification to Bidders, page NTB.1, all bidders are required to examine each site to become familiar with all site conditions. Additionally, refer to specification sections P-608-4.4 and P-629-4.3 for general *Preparation of Asphalt Pavement Surface* requirements prior to surface treatment application.

Entry 6: In the P-608 spec, are you not requiring friction testing? If not, how are you determining the rate, .08 to .17 is a huge cost difference in material pricing?

Response 6: Friction testing is not required; however, the seal coat should still meet the required friction. Application rate will be dependent upon the existing asphalt surface, which varies across the four airports, and the qualified manufacturer's representative recommendation based on the test area(s)/control strip(s) [Reference Specification Sections P-608-3.1 and P-608-3.2].

Entry 7: Can you give me some clarity on the scope for routing. I am not finding a specified depth or width for the routing requirements.

Response 7: Refer to Specification P-101, specifically sections 2.3, 3.6, 3.9.1 and 3.9.2 for requested routing information.

Entry 8: Are pre-mixed seal coat products allowed for this project?

Response 8: A product meeting, either the P-608 or P-629 specifications are allowable for these projects. Refer to each specification for mixing and material application procedures.

Application shall follow the manufacturer's recommendations and associated specification requirements. All application variations and deviations from the specifications shall be viewed/approved by the Engineer prior to the start of construction.

END OF CHANGES PER ADDENDUM NO. 1



Approved By:
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Prepared By:
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1	2	3	4	5	6	7	8	9	10
8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT (AC 150/5370-2G, SECTION 2.12)					16. HAZARD MARKING AND LIGHTING (AC 150/5370-2G, SECTION 2.20)				
<p>A. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT HAZARDOUS WASTE AT THE CONSTRUCTION SITE INCLUDING FUEL, OIL, HYDRAULIC FLUID OR CHEMICAL SPILLS. IN THE CASE OF SPILLS THE CONTRACTOR SHALL CLEAN ALL CONTAMINATION IN ACCORDANCE WITH LOCAL/STATE/FEDERAL REGULATIONS. ALL FUELING/RE-FUELING OPERATIONS SHALL BE CONFINED TO THE STAGING AREA.</p> <p>B. FUEL, DIESEL FUEL OR OTHER CONTAMINANTS SHALL NOT BE ALLOWED TO ENTER THE STORM SEWER SYSTEM OR OPEN DRAINAGE DITCHES. IF, IN THE EVENT SUCH CONTAMINATES DO ENTER THE STORM SEWER SYSTEM, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER/RPR OF THE SPILL. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS INCURRED FOR REHABILITATION OF THE STORM SEWER MONITORING EQUIPMENT AND RELATED FACILITIES.</p>					<p>A. PURPOSE</p> <ul style="list-style-type: none"> HAZARD MARKING AND LIGHTING PREVENTS PILOTS FROM ENTERING AREAS CLOSED TO AIRCRAFT AND PREVENTS CONSTRUCTION PERSONNEL FROM ENTERING AREAS OPEN TO AIRCRAFT. REFER TO CSPP DRAWINGS FOR HAZARD MARKING AND LIGHTING REQUIRED ON PROJECT. REFER TO SECTION 14.A FOR MAINTENANCE OF HAZARD MARKING AND LIGHTING. <p>B. EQUIPMENT</p> <ol style="list-style-type: none"> BARRICADES: BARRICADES ON OR NEAR AIRFIELD PAVEMENT SHALL MEET THE REQUIREMENTS SHOWN ON THE CSPP DRAWINGS. REFER TO CSPP DRAWINGS FOR BARRICADE PLACEMENT LOCATIONS. BARRICADES SHALL BE PLACED END TO END WITH NO GAPS (UNLESS OTHERWISE SPECIFIED). BARRICADES (AND ANY ATTACHED RED LIGHTS) SHALL BE NO HIGHER THAN 18" TALL. THE CONTRACTOR SHALL PROVIDE AIRPORT LOW PROFILE BARRICADES AS REQUIRED ON THE CSPP DRAWINGS. LIGHTS: ALL LIGHTS ON BARRICADES SHALL BE FLASHING OR STEADY BURNING RED AND MEET THE LUMINANCE REQUIREMENTS OF THE STATE HIGHWAY DEPARTMENT. LIGHTS SHALL BE MOUNTED ON THE BARRICADES AND SPACED AT NO MORE THAN 10' APART. LIGHTS MUST BE OPERATIONAL BETWEEN SUNSET AND SUNRISE AND DURING PERIODS OF LOW VISIBILITY WHENEVER THE AIRPORT IS OPEN FOR OPERATION. OPEN TRENCHES, SMALL AREAS UNDER REPAIR, WASTE AREAS, AND STOCKPILES LOCATED IN SAFETY AREAS SHALL HAVE HAZARD MARKING AND LIGHTING DEVICES. RUNWAY CLOSURE X'S: FOR ALL CLOSED RUNWAYS, THE CONTRACTOR SHALL PLACE/MAINTAIN/REMOVE TEMPORARY FABRIC X'S AS REQUIRED ON THE CSPP DRAWINGS. WHEN RUNWAY CLOSURE X'S CAN NOT BE PLACED DIRECTLY OVER THE PAINTED RUNWAY NUMERALS (DESIGNATORS), DUE TO CONSTRUCTION OPERATIONS OR AN ADJACENT RUNWAY RSA CONFLICT, THE OWNER WILL MOVE RUNWAY CLOSURE X'S TO AN ALTERNATIVE LOCATION. THE RUNWAY CLOSURE X'S SHALL BE MOVED BACK OVER THE RUNWAY NUMERALS (DESIGNATORS) AS SOON AS CONSTRUCTION OPERATIONS ALLOW. RUNWAY CLOSURE X'S: NOT APPLICABLE OTHER: HAZARD MARKING AND LIGHTING MUST BE SPECIFIED TO IDENTIFY OPEN AREAS UNDER REPAIR, STOCKPILED MATERIAL, WASTE AREAS, AND AREAS SUBJECT TO JET BLAST, WHEN APPLICABLE. 				
9. NOTIFICATION OF CONSTRUCTION ACTIVITIES (AC 150/5370-2G, SECTION 2.13)					<p>17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION (AC 150/5370-2G, SECTION 2.21)</p> <p>FOR ANY WORK REQUIRED TO BE COMPLETED AT NIGHT, THE CONTRACTOR SHALL PROVIDE SUPPLEMENTAL CONSTRUCTION LIGHTING WHEN THE EXISTING SURROUNDING AREA LIGHTS DO NOT PROVIDE ACCEPTABLE ILLUMINATION. ALL CONSTRUCTION SUPPORT EQUIPMENT, EXCEPT HAUL TRUCKS, SHOULD BE EQUIPPED TO ILLUMINATE THEIR IMMEDIATE SURROUNDING WORK AREA. THE LIGHTING SHALL BE AS REQUIRED TO PROVIDE A SAFE ENVIRONMENT FOR ALL PERSONNEL ON SITE, BUT AS TO NOT INTERFERE WITH AIRCRAFT OPERATIONS AT THE AIRPORT. LIGHT TOWERS SHALL BE POSITIONED TO AIM AWAY FROM AIR TRAFFIC CONTROL TOWER (ATCT), IF APPLICABLE, AND ACTIVE RUNWAYS OR SHALL BE SHIELDED AS NECESSARY. LIGHT TOWER LOCATIONS MUST BE COORDINATED WITH THE OWNER AND RPR.</p> <p>THE CONSTRUCTION AREA LIGHTING SHALL ILLUMINATE CONSTRUCTION WORK AREAS, HAUL ROUTES, STAGING AREAS AS REQUIRED. THE LIGHTING SHALL CONFORM TO OSHA (OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION) STANDARDS, 29 CFR, PART 1926, SAFETY AND HEALTH REGULATIONS, INCLUDING THE MINIMUM ILLUMINATION INTENSITIES AS OUTLINED IN SUB-PART 1926.56, TABLE D-3. THE OWNER RESERVES THE RIGHT TO LIMIT THE HEIGHT/LOCATION OF ALL TEMPORARY CONSTRUCTION LIGHTING IN ORDER TO CLEAR ACTIVE AIRPORT AIRSPACE.</p>				
10. INSPECTION REQUIREMENTS (AC 150/5370-2G, SECTION 2.14)					18. PROTECTION OF RSA, TSA, TOFA, ROFA, ROFZ, & APPROACH/DEPARTURE SURFACES (AC 150/5370-2G, SECTION 2.22)				
<p>A. DAILY (OR MORE FREQUENT) INSPECTIONS</p> <ul style="list-style-type: none"> THE CONTRACTOR SHALL COMPLETE DAILY INSPECTIONS TO ENSURE CONFORMANCE TO THE CSPP AND SPCD. ANY DEFICIENCIES FOUND WHETHER CAUSED BY NEGLIGENCE, OVERSIGHT, OR PROJECT SCOPE CHANGE SHALL BE IMMEDIATELY REMEDIED. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR INITIATING, MAINTAINING AND SUPERVISING ALL SAFETY MEASURES & PROGRAMS IN CONNECTION WITH THE WORK. THE CONTRACTORS/SUBCONTRACTORS ARE ENCOURAGED TO HOLD PERIODIC MEETINGS IN ADDITION TO THE OWNER'S WEEKLY PROGRESS MEETINGS (IF APPLICABLE), PRIOR TO STARTING WORK AND PRIOR TO A NEW CONSTRUCTION OPERATION TO BRIEF EMPLOYEES & WORKERS ON PROJECT SAFETY REQUIREMENTS. <p>B. INTERIM INSPECTIONS</p> <ul style="list-style-type: none"> PRIOR TO RE-OPENING TAXIWAY AND APRON AREAS, THE AREAS SHALL BE INSPECTED BY THE OWNER/RPR TO ENSURE, AS APPLICABLE, PROPER OPERATION OF LIGHTS AND SIGNS, CORRECT MARKINGS, AND ABSENCE OF FOD. ALL DEFICIENCIES FOUND SHALL BE REMEDIED BY THE CONTRACTOR TO THE APPROVAL OF THE OWNER PRIOR TO OPENING THE AREA TO AIRCRAFT TRAFFIC. THE CONTRACTOR SHOULD RETAIN SUITABLE WORKFORCE AND EQUIPMENT ON-SITE TO COMPLETE ANY LAST-MINUTE CLEANUP OR CORRECTIONS REQUIRED BY THE OWNER. REFER TO SECTION 7 "FOREIGN OBJECT DEBRIS MANAGEMENT". <p>C. FINAL INSPECTIONS</p> <ul style="list-style-type: none"> AFTER SUBSTANTIAL COMPLETION OF ALL PHASES OF THE WORK THE OWNER/RPR SHALL COMPLETE A FINAL INSPECTION COVERING ALL AREAS Affected BY OR OPERATED WITHIN DURING THE WORK. 					<p>IN NO CASE SHALL THE CONTRACTOR PENETRATE ANY ACTIVE RUNWAY OR TAXIWAY SAFETY AREA WITHOUT OWNER APPROVAL OR PROPER OWNER APPOINTED ESCORTS AND CLEARANCE FROM AIR TRAFFIC CONTROL TOWER (ATCT), IF APPLICABLE.</p> <p>A. RUNWAY SAFETY AREA (RSA)</p> <ul style="list-style-type: none"> NO CONSTRUCTION MAY OCCUR WITHIN AN EXISTING RSA WHILE THE RUNWAY IS OPEN FOR AIRCRAFT OPERATIONS. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED IN RUNWAY SAFETY AREAS WHILE THE RUNWAY IS OPEN. TRENCHES MUST BE BACKFILLED BEFORE THE RUNWAY IS OPENED. IF THE RUNWAY MUST BE OPENED BEFORE THE EXCAVATIONS ARE PROPERLY BACKFILLED, COVER THE EXCAVATIONS APPROPRIATELY. COVERINGS FOR OPEN TRENCHES MUST BE DESIGNED TO SUPPORT THE MOST CRITICAL AIRCRAFT LOADING FOR THE RUNWAY. OPEN TRENCHES OR EXCAVATIONS OUTSIDE OF RUNWAY SAFETY AREAS SHALL BE PROMINENTLY MARKED WITH ORANGE SNOW FENCE, CONES, AND/OR HAZARD LIGHTING, AS APPROVED BY THE OWNER, ESPECIALLY DURING HOURS OF RESTRICTED VISIBILITY/DARKNESS. SOIL EROSION SHALL BE CONTROLLED AND MAINTAINED BY THE CONTRACTOR. THERE SHALL BE NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS, OR OTHER SURFACE VARIATION. ALL TURF AREAS SHALL BE CAPABLE, UNDER DRY CONDITIONS, OF SUPPORTING SNOW REMOVAL EQUIPMENT, ARFF/EMERGENCY RESPONSE VEHICLES, AND THE PASSAGE OF AIRCRAFT (WITHOUT CAUSING STRUCTURAL DAMAGE TO THE AIRCRAFT). AT ALL TIMES, NO MORE THAN A THREE (3) INCH DROP OFF WILL BE ALLOWED IN OPEN SAFETY AREAS. <p>B. RUNWAY OBJECT FREE AREA (ROFA)</p> <ul style="list-style-type: none"> ALL EQUIPMENT NOT IN USE (OVERNIGHT, WEEKENDS, PERIODS WITH NO CONSTRUCTION ACTIVITY, ETC.) MUST BE REMOVED FROM ROFAS. NO STOCKPILING SHALL BE ALLOWED IN ACTIVE ROFAS, UNLESS OTHERWISE APPROVED BY THE OWNER AND FAA. <p>C. TAXIWAY SAFETY AREA (TSA)</p> <ul style="list-style-type: none"> NO CONSTRUCTION MAY OCCUR WITHIN AN EXISTING TSA WHILE THE TAXIWAY IS OPEN FOR AIRCRAFT OPERATIONS. ALL EQUIPMENT NOT IN USE (OVERNIGHT, WEEKENDS, PERIODS WITH NO CONSTRUCTION ACTIVITY, ETC.) MUST BE REMOVED FROM TSAS. NO STOCKPILING SHALL BE ALLOWED IN TSAS, UNLESS OTHERWISE APPROVED BY THE OWNER AND FAA. <p>D. TAXIWAY OBJECT FREE AREA (TOFA)</p> <ul style="list-style-type: none"> NO CONSTRUCTION MAY OCCUR WITHIN AN EXISTING TOFA WHILE THE TAXIWAY IS OPEN FOR AIRCRAFT OPERATIONS. ALL EQUIPMENT NOT IN USE (OVERNIGHT, WEEKENDS, PERIODS WITH NO CONSTRUCTION ACTIVITY, ETC.) MUST BE REMOVED FROM TOFAS. NO STOCKPILING SHALL BE ALLOWED IN TOFAS, UNLESS OTHERWISE APPROVED BY THE OWNER AND FAA. <p>E. OBSTACLE FREE ZONE (OFZ)</p> <ul style="list-style-type: none"> CONSTRUCTION PERSONNEL, MATERIAL, AND/OR EQUIPMENT SHALL NOT PENETRATE THE RUNWAY OFZ WHILE THE RUNWAY IS OPEN FOR AIRCRAFT OPERATIONS. <p>F. RUNWAY APPROACH/DEPARTURE SURFACES</p> <ul style="list-style-type: none"> NO WORK SHALL BE ALLOWED IN A RUNWAY APPROACH/DEPARTURE SURFACE WHEN THE RUNWAY IS OPEN FOR AIRCRAFT OPERATIONS. 				
11. UNDERGROUND UTILITIES (AC 150-5370-2G, SECTION 2.15)					19. OTHER LIMITATIONS ON CONSTRUCTION (AC 150/5370-2G, SECTION 2.23)				
<p>A. AT THE DISCRETION OF THE OWNER, FAILURE TO COMPLY WITH ANY OR ALL SAFETY REQUIREMENTS MAY RESULT IN REMOVAL FROM THE PROJECT, REMOVAL FROM AIRPORT PROPERTY, SUSPENSION/TERMINATION OF WORK, AND OTHER PENALTIES OR FINES.</p> <p>13. SPECIAL CONDITIONS (AC 150/5370-2G, SECTION 2.17)</p> <p>A. NONE.</p>					<p>A. PROHIBITIONS</p> <ul style="list-style-type: none"> THE USE OF TALL EQUIPMENT (CRANES, TEMPORARY PCC/ACC PLANTS, CONCRETE PUMPS, ETC.) ARE PROHIBITED ON THE AIRPORT, UNLESS A 7460-1 LETTER HAS BEEN COORDINATED BY THE CONTRACTOR FOR SUCH EQUIPMENT AND A DETERMINATION OF "NON-HAZARD" IS RECEIVED FROM THE FAA. THE USE OF OPEN FLAME WELDING OR TORCHES ARE PROHIBITED UNLESS FIRE SAFETY PRECAUTIONS ARE PROVIDED, AND THE AIRPORT OWNER HAS APPROVED THEIR USE IN WRITING. THE USE OF ELECTRICAL BLASTING CAPS ON THE AIRPORT PROPERTY ARE STRICTLY PROHIBITED. <p>B. RESTRICTIONS</p> <ul style="list-style-type: none"> PHASING RESTRICTIONS ALL PHASING SHALL BE COMPLETED IN THE ORDER SHOWN ON THE CSPP DRAWINGS, UNLESS OTHERWISE APPROVED BY THE OWNER. A PHASE MUST BE COMPLETE PRIOR TO STARTING A NEW PHASE, OR AS SPECIFIED ON PLANS, UNLESS OTHERWISE APPROVED BY THE OWNER. WORK SHALL BE COMPLETED DURING THE HOURS AND NIGHTS/DAYS LISTED ON EACH INDIVIDUAL PHASING PLAN CSPP DRAWINGS AND DEFINED IN THE SPECIFICATIONS. HAUL ROUTE & LOCATION OF CONSTRUCTION RESTRICTIONS THE CONTRACTOR SHALL LIMIT OPERATIONS TO THE WORK AREAS SHOWN ON THE SAFETY/SEQUENCING PLAN(S) AND TO THOSE AREAS WITHIN 50' OF HAUL ROUTES AND STAGING AREA(S) AS SHOWN ON THE CSPP DRAWINGS AND DEFINED IN THE SPECIFICATIONS. CONTRACTOR SHALL COMPLETELY RESTORE STAGING AREA UPON COMPLETION OF THE PROJECT AND SHALL RESTORE THE DISTURBED GROUND SURFACE AND TURF IN THE AREA TO THE CONDITION PRIOR TO THIS CONSTRUCTION. CONTRACTOR'S VEHICLES (I.E. PCC TRUCKS, LOW BOY SEMIS) SHALL COMPLY WITH ALL LEGAL LOCAL DOT VEHICLE LOAD LIMITS/REGULATIONS WHILE OPERATING ON OR AROUND AIRPORT PROPERTY. WORK MORATORIUMS NO WORK SHALL OCCUR IN MAY, JUNE, JULY AND THE FIRST TWO WEEKS OF AUGUST. GRADING OR STOCKPILING NEAR NAVAIDS GRADING OR STOCKPILING WITHIN PROXIMITY OF ACTIVE NAVAIDS SHALL NOT BE ALLOWED FOR THIS PROJECT. 				
14. RUNWAY AND TAXIWAY VISUAL AIDS (AC 150/5370-2G, SECTION 2.18)									
<p>A. GENERAL</p> <ul style="list-style-type: none"> ALL AIRPORT MARKING, LIGHTING, SIGNS AND VISUAL NAVAIDS MUST BE CLEARLY VISIBLE, NOT MISLEADING, CONFUSING OR DECEPTIVE TO PILOTS. CONTRACTORS SHALL CLEAN ALL SAFETY MEASURES AS REQUIRED TO ENSURE THE SAFETY MEASURES ARE FULLY VISIBLE (ESPECIALLY REFLECTIVE MARKINGS) AT ALL TIMES. AS REQUIRED BY THE CSPP DRAWINGS AND AS DIRECTED BY THE OWNER, THE CONTRACTOR SHALL FURNISH (UNLESS OTHERWISE SPECIFIED TO BE OWNER-FURNISHED)/INSTALL/MAINTAIN/REMOVE ALL TEMPORARY PROJECT SAFETY MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE TO ADEQUATELY MAINTAIN ALL SAFETY MEASURES ASSOCIATED WITH THE PROJECT WORK UNLESS OTHERWISE SPECIFIED ON THE PLAN DRAWINGS. THIS INCLUDES, BUT IS NOT LIMITED TO, FILLING/RE-FILLING WATER FILLED BARRICADES WITH SUFFICIENT WATER TO ADEQUATELY WEIGH DOWN BARRICADES; CLEANING OFF BARRICADES/SIGNAGE TO ENSURE ALL ELEMENTS ARE READILY VISIBLE; REPLACING/FIXING DEFECTIVE BARRICADES SO THAT THEY ARE FULLY OPERATIONAL; TOUCHING UP AIRFIELD MARKINGS DAMAGED OR FADED BY CONTRACTOR CONSTRUCTION OPERATIONS, WEIGHING DOWN/MAINTAINING RUNWAY/TAXIWAY CLOSURE X'S (IF REQUIRED). <p>B. MARKINGS</p> <ul style="list-style-type: none"> ALL PERMANENT AND TEMPORARY MARKINGS MUST BE IN COMPLIANCE WITH THE STANDARDS OF AC 150/5340-1 (CURRENT EDITION) 'STANDARDS FOR AIRPORT MARKINGS' AND PROJECT SPECIFICATIONS. ITEMS USED TO SECURE NON-PAINT MARKINGS (FABRIC, PLASTIC, PLYWOOD) SHALL BE OF A SIMILAR COLOR TO THE MARKING. ALL AIRFIELD MARKINGS (IN ACTIVE AOA AREAS) THAT ARE DAMAGED/FADED BY CONSTRUCTION OPERATIONS, CONSTRUCTION STOCKPILES, ETC. SHALL IMMEDIATELY BE FIXED (REPAINTED/CLEANED), AS DIRECTED BY OWNER, SO THAT ALL MARKINGS REMAIN READILY VISIBLE TO AIRCRAFT. MARKINGS SHALL BE PAINTED AT THE APPLICATION RATE(S) SPECIFIED IN THE SPECIFICATIONS. <p>C. LIGHTING AND VISUAL NAVAIDS</p> <ul style="list-style-type: none"> DURING ALL CONSTRUCTION PHASES, NO INTERRUPTION OF AIRFIELD LIGHTING OPEN TO AIRCRAFT OPERATIONS WILL BE PERMITTED. AS REQUIRED BY THE CSPP DRAWINGS, THE CONTRACTOR SHALL COVER ELEVATED EDGE LIGHTS TO CORRESPOND WITH AOA PAVEMENT CLOSURES. IF APPLICABLE, THE OWNER WILL INSTALL TEMPORARY ELEVATED EDGE REFLECTORS AS REQUIRED BY THE CSPP DRAWINGS. <p>D. SIGNS</p> <ul style="list-style-type: none"> THE CONTRACTOR SHALL INSTALL TEMPORARY SIGNAGE AS REQUIRED ON THE CSPP DRAWINGS. TEMPORARY SIGNAGE INSTALLED FOR PILOTS SHALL MEET THE STANDARDS OF FAA ENGINEERING BRIEF 93 AND SHALL HAVE FRANGIBLE CONNECTIONS PER AC 150/5220-23. IF REQUIRED BY THE CSPP DRAWINGS, THE CONTRACTOR SHALL COVER OR REMOVE AIRFIELD GUIDANCE SIGNS TO CORRESPOND WITH AOA PAVEMENT CLOSURES. 									
15. MARKING AND SIGNS FOR ACCESS ROUTES (AC 150/5370-2G, SECTION 2.19)									
<p>A. PAVEMENT MARKING AND SIGNS FOR CONSTRUCTION PERSONNEL WILL CONFORM TO AC 150/5340-18G (CURRENT EDITION), STANDARDS FOR 'AIRPORT SIGN SYSTEMS', AND WITH THE APPLICABLE SECTIONS OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).</p> <p>B. ANY SIGNAGE ADJACENT TO AREAS USED BY AIRCRAFT MUST COMPLY WITH THE FRANGIBLE REQUIREMENTS OF AC 150/5220-23.</p> <p>C. REFER TO SECTION 5.B.3 FOR MORE INFORMATION ON ACCESS ROUTES/HAUL ROUTES.</p>									

1/26/2026
DATE
1 ADDENDUM NO. 1
REVISIONS
1/26/2026
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CONSTRUCTION SAFETY AND
PHASING PLAN - NARRATIVE 2

GIDEON MEMORIAL AIRPORT (M85)
GIDEON, MISSOURI
AIRFIELD PAVEMENT MAINTENANCE

benesch
Alfred Benesch & Company
One Main Plaza
4435 Main Street, Suite 1150
Kansas City, Missouri 64111
816-221-2222
DRAWN BY: ELIZABETH S. DUVALL
NUMBER: PE-200802153
DATE: JANUARY 2026
SHEET 5/19 DRAWING NO. CSPP-2
STAMPED SHEET SIZE 22" x 34"
1/19

SAFETY AREA & OBJECT FREE AREA WIDTH TABLE					
		EXISTING PAVEMENT WIDTH	SAFETY AREA WIDTH	OBJECT FREE AREA WIDTH	OBJECT FREE ZONE WIDTH
	ACC/ADG				
		RUNWAY			
RUNWAY 18/36	A/B-1 SMALL	60'	120'	250'	250'
	ADG/TDG	TAXIWAY/TAXILANE			
TAXIWAY A	I/1A	30'	49'	89'	NA
TAXILANE B	I/1A	(VARIES)	49'	79'	NA

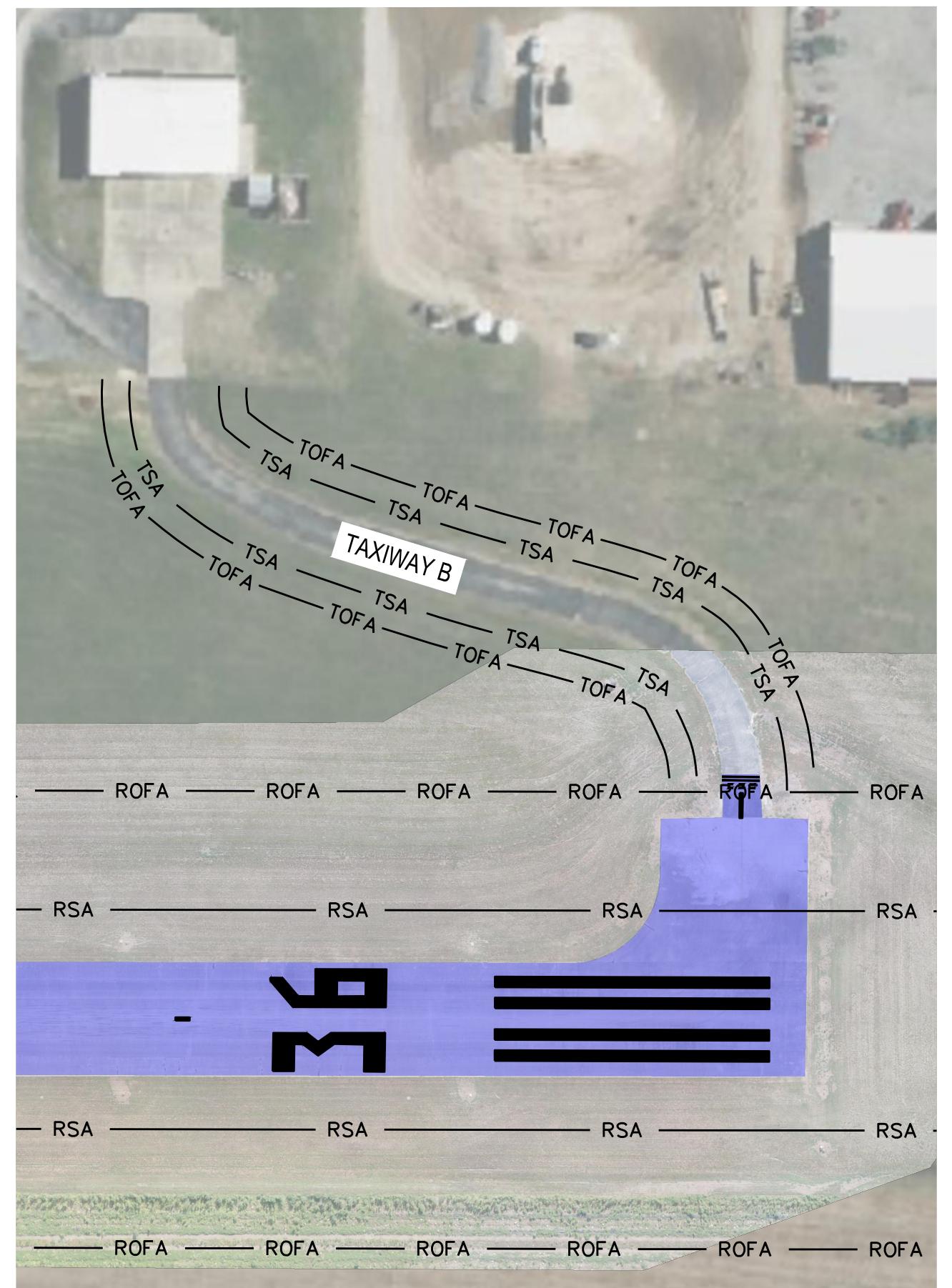
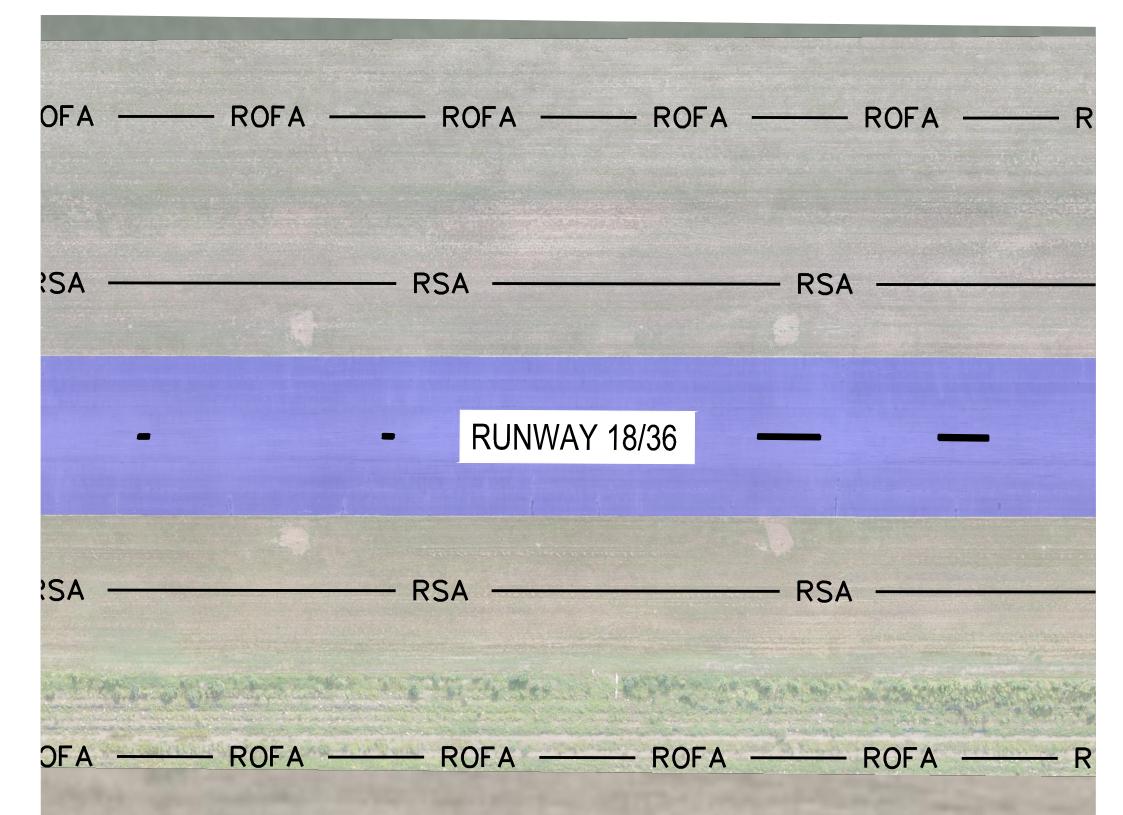
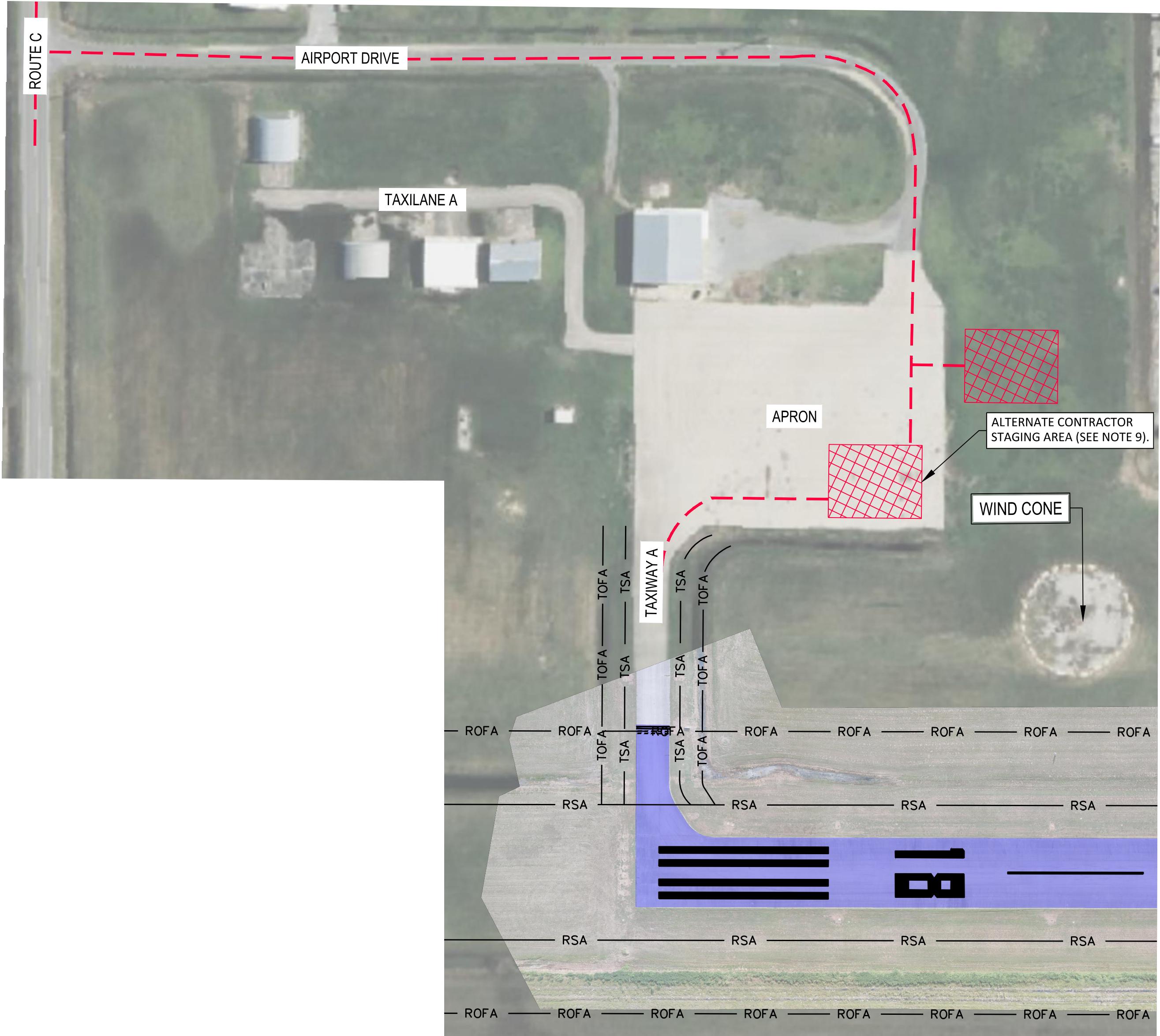
NO CONSTRUCTION SHALL OCCUR IN MAY, JUNE, OR THE FIRST TWO (2) WEEKS OF JULY. CONSTRUCTION MAY EITHER BE COMPLETED PRIOR TO MAY 1, 2026 OR CONSTRUCTION SHALL NOT START UNTIL JULY 20, 2026. THIS SCHEDULE RESTRICTION IS DUE TO AG. SPRAY OPERATIONS AT THE AIRPORT.

WEEK 1	WEEK 2							WEEK 3							MARKING*									
	I	M	T	W	TH	F	S	SU	M	T	W	TH	F	S	SU	M	T	W	TH	F	S	SU	1	2
BASE BID - 16 DAYS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						X	X		

X = ANTICIPATED WORK SCHEDULE (INCLUDES CURE TIME)

* CALENDAR DAYS SHALL BE SUSPENDED AFTER ALL PHASE WORK IS COMPLETED AND SHALL RESUME FOR PERMANENT PAVEMENT MARKING OPERATIONS 30 DAYS AFTER THE LAST SEALCOAT OPERATION, AND SHALL BE COMPLETED ON 2 CONSECUTIVE DAYS. WORK SHALL COMMENCE NO MORE THAN 30 DAYS AFTER THE 30 DAY WAIT PERIOD AND SHALL BE COORDINATED WITH THE RPR/ENGINEER AND AIRPORT.

** CONTRACTOR SHALL PRE-TREAT VEGETATION IN CRACKS AND JOINTS TWO (2) WEEKS IN ADVANCE OF ROUTING OPERATIONS PER SPECIFICATION SECTION P-101-3.2 PREPARATION OF JOINTS AND CRACKS PRIOR TO OVERLAY/SURFACE TREATMENT. REFER TO SHEET 12 (PR-4). THIS PRE-TREATMENT DAY DOES NOT COUNT TOWARDS THE CALENDAR DAY ALLOTMENT.



CONSTRUCTION SAFETY & PHASING PLAN - OVERALL SITE LAYOUT

Scale: 1" = 75' (Full Size)

PHASING NOTES

- NO CONSTRUCTION ACTIVITY IS ALLOWED WITHIN THE ROFA OF AN ACTIVE RUNWAY. ANY ACTIVITY THAT WILL TAKE PLACE WITHIN THE ROFA WILL REQUIRE THE RUNWAY TO BE SHUTDOWN. ALL EQUIPMENT AND VEHICLES SHALL BE PARKED OUTSIDE THE ROFA WHEN NOT BEING USED.
- ALL CLOSURES SHALL BE COORDINATED WITH THE OWNER AND ENGINEER WITH A MINIMUM OF 72 HOURS NOTICE. CONTRACTOR SHALL COORDINATE WITH OWNER AND ALL LOCAL POLICE, EMS HOSPITAL, AND AIR AMBULANCE PROVIDERS TO NOTIFY USERS OF RUNWAY CLOSURE PERIOD.
- NO EQUIPMENT SHALL BE ALLOWED BEYOND CONTRACTOR WORK AREA (AS SHOWN ABOVE), STAGING AREA OR DESIGNATED HAUL ROUTE, UNLESS APPROVED BY THE OWNER.
- CONTRACTOR SHALL LIMIT STOCKPILES, IF ANY, TO THE LOCATION SHOWN AND A HEIGHT OF 25'. SHOULD ADDITIONAL LOCATIONS BE DESIRED, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN AIRSPACE APPROVAL FROM FAA FORM 7460-1.
- AIRFIELD PAVEMENTS ARE RATED FOR AIRCRAFT LOADS OF 12,500 LBS OR LESS. CONTRACTOR SHALL NOT OVERLOAD AIRFIELD PAVEMENTS.
- THE STAGING AREA IS PUBLIC AND WILL NEED TO BE SECURED AT ALL TIMES.
- THE TOTAL PROJECT DURATION IS 16 CALENDAR DAYS. ANY WORK COMPLETED AFTER ALLOTTED DAYS WILL RESULT IN LIQUIDATED DAMAGES OF \$1,000 PER DAY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING A WATER SOURCE FOR CONSTRUCTION OPERATIONS. NO WATER IS AVAILABLE ON AIRPORT FOR CONTRACTOR USE.
- IF NO AG SPRAY AIRPLANE STAGING IS PRESENT ON THE APRON PAVEMENT AT THE TIME OF CONSTRUCTION, CONTRACTOR MAY STAGE CONSTRUCTION EQUIPMENT ON THE APRON PAVEMENT. CONTRACTOR SHALL STILL BE RESPONSIBLE FOR DAMAGE TO APRON PAVEMENTS DUE TO CONSTRUCTION EQUIPMENT IN ACCORDANCE WITH CONTRACT REQUIREMENTS.

LEGEND

BASE BID WORK AREA	ROFA — RUNWAY OBJECT FREE AREA
STAGING AREA	TSA — TAXIWAY SAFETY AREA
HAUL ROUTE	TOFA — TAXIWAY OBJECT FREE AREA
RSA — RUNWAY SAFETY AREA	

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DESIGNED BY: KAP
DRAWN BY: IB
REVIEWED BY: EID
CHECKED BY: GCP

DATE: 01/26/2026	DRAWING NO. CSPP-3
STAMPED SHEET SIZE 22" x 34"	6/16
1 ADDENDUM NO. 1	1/26/2026
REVISIONS NO.	DATE

CONSTRUCTION SAFETY & PHASING PLAN - OVERALL SITE LAYOUT

MISSISSIPPI COUNTY AIRPORT (CHQ)
CHARLESTON, MO
AIRFIELD PAVEMENT MAINTENANCE