

# ADDENDUM NO. 2 COVER SHEET

April 23, 2026

CITY OF MALDEN  
RUNWAY 14/32 REHABILITATION  
at  
MALDEN REGIONAL AIRPORT (MAW)  
MALDEN, MO

MoDOT 26-079A-1

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DATE: April 23, 2026

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CITY OF MALDEN  
RUNWAY 14/32 REHABILITATION  
at  
MALDEN REGIONAL AIRPORT (MAW)  
MALDEN, MO

MoDOT 26-079A-1

**TO: All Plan-holders of Record**

The following addendum items supplement, clarify, modify, change, replace, delete from or add to, the requirements of the contract documents for this project. The articles contained in the addendum take precedence over the requirements of the previously published contract documents. Where any article of the contract specifications or any detail of the contract drawings is modified or any paragraph, subparagraph or clause thereof is modified or deleted by the articles contained in this addendum, the unaltered provisions of that article, paragraph, subparagraph or clause shall remain in effect.

PREPARED BY: Woolpert, Inc.  
931 Wildwood Drive, Suite 101  
Jefferson City, Missouri, 65109

CERTIFIED BY:



4/23/2026

Fu Durandal, P.E.

## ADDENDUM BEGINS

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### PROJECT MANUAL UPDATES

#### VOLUME 1

**1. Page 7 of 174 – Project Manual Volume 2 of 3 – Approximate Quantities Table**

**Revision:** Item “P-101d Sawcut Asphalt Pavement (1” Depth)” was removed.

**Justification:** *The item was removed since roto-mill operations will accomplish similar results due to current runway pavement conditions.*

**Revision** Revise pay item quantity for “P-620a Temporary Airport Pavement Marking – stated quantity of 90,000 SF to reduced quantity of 44,000 SF.”

**Justification:** *Temporary marking for construction Schedule II is not necessary and has been removed from the project.*

#### VOLUME 2

**2. Page 4 of 74 – Project Manual Volume 2 of 3 – Approximate Quantities Table**

**Revision:** Pay Item “P-101d Sawcut Asphalt Pavement (1” Depth)” was removed.

**Justification:** *The item was removed since roto-mill operations will accomplish similar results due to current runway pavement conditions.*

**Revision** Revise pay item quantity for “P-620a Temporary Airport Pavement Marking – stated quantity of 90,000 SF to reduced quantity of 44,000 SF.”

**Justification:** *Temporary marking for construction Schedule II is not necessary and has been removed from the project.*

**3. Page 29 of 74 – Project Manual Volume 2 of 3 – Bid Proposal – Schedule I, Sheet 1 of 1**

**Revision:** Remove pay Item “P-101d Sawcut Asphalt Pavement (1” Depth)” from bid proposal.

**Justification:** *The item was removed since roto-mill operations will accomplish similar results due to current runway pavement conditions.*

**4. Page 30 of 74 – Project Manual Volume 2 of 3 – Bid Proposal – Schedule II, Sheet 1 of 1**

**Revision:** Remove Schedule II pay item quantity for “P-620a Temporary Airport Pavement Marking – Estimated Quantity of 46,000 SF”.

**Justification:** *Temporary marking for construction Schedule II is not necessary and has been removed from the project.*

#### VOLUME 3

**5. Page 12 of 138 – Project Manual Volume 3 of 3 – Item C-100 Contractor Quality Control Program**

**Revision:** Under Section 100-13 Basis of Measurement and Payment, update the first paragraph to following: “Contractor Quality Control Program (CQCP) is for the personnel, tests, facilities and documentation required to implement the CQCP. The CQCP will be paid as a lump sum with the following schedule of partial payments:”.

**Justification:** *The language was revised to clarify the basis of measurement and payment required for this project.*

**6. Page 28 of 138 – Project Manual Volume 3 of 3 – Item P-101 Preparation/Removal of Existing Pavements**

**Revision:** Under Section 101-4.1 Method of Measurement, “No direct measurement or payment shall be made for saw cutting. Saw cutting shall be incidental to pavement removal. Dowel bar installation shall be incidental to pavement removal.” language was removed from the specification.

**Justification:** *The P-101d bid item “Sawcut Asphalt Pavement (1” Depth)” has been removed from the project.*

**7. Page 28 of 138 – Project Manual Volume 3 of 3 – Item P-101 Preparation/Removal of Existing Pavements**

**Revision:** Under Section P101-5.1 Basis of Payment, “Item P 101d Sawcut Asphalt Pavement (1” Depth) – per linear foot” was removed.

**Justification:** *The item was removed since roto-mill operations will accomplish similar results due to current runway pavement conditions.*

**8. Page 94 of 138 – Project Manual Volume 3 of 3 – Item P-620 Runway and Taxiway Marking**

**Revision:** Under Section P620-4.1 Method of Measurement, the entire section was removed and replaced with the following:

**METHOD OF MEASUREMENT**

**620-4.1a** The quantity of surface preparation shall be considered incidental to this item.

**620-4.1b** The quantity of markings shall be paid for shall be measured by the number of square feet of painting.

**620-4.1c** The quantity of reflective media shall be considered incidental to this item.

**620-4.1d** The quantity of temporary markings to be paid for shall be the number of square feet of painting performed in accordance with the specifications and accepted by the RPR. Temporary marking includes surface preparation and application.

**620-4.1e** The quantity of pavement marking obliteration shall be paid for and measured by the number of square feet of painting removed.

**Justification:** *The section was removed and replaced to clarify the method of measurement required for this project.*

**9. Page 94 of 138 – Project Manual Volume 3 of 3 – Item P-620 Runway and Taxiway Marking**

**Revision:** Under Section P620-5.1 Basis of Payment, remove items 620-5.2a, 620-5.2b and 620-5.2b (both references) and replace with the following:

**BASIS OF PAYMENT**

**620-5.1** This price shall be full compensation for furnishing all materials and for all labor, equipment, tools, and incidentals necessary to complete the item, completed in place, and accepted by the RPR in accordance with these specifications.

**620-5.1a** Payment for surface preparation shall be considered incidental to this item.

**620-5.1b** Payment for markings shall be made at the contract price for by the number of square feet of painting.

**620-5.1c** Payment for reflective media shall be considered incidental to this item.

**620-5.1d** Payment for pavement marking obliteration shall be made at the contract price for the number of square feet of obliterated painting.

Payment will be made under:

Item P-620a                      Temporary Pavement Marking - per square foot

Item P-620b                      Permanent Pavement Marking, Yellow - per square foot

Item P-620c	Permanent Pavement Marking, White - per square foot
Item P-620d	Permanent Pavement Marking, Black - per square foot
Item P-620e	Pavement Marking Obliteration - per square foot

**Justification:** The section was modified to clarify the basis of payment required for this project.

**10. Page 104 of 138 – Project Manual Volume 3 of 3 – Item T-901 Seeding**

**Revision:** Under Section 901-4.1 Method of Measurement, “Seeding shall be considered incidental to other items, and no separate measurement shall be made of seeding complete in place and accepted.” was added.

**Justification:** The T-901 pay item was removed since there is no pay item for T-901 anticipated within any construction schedules for this project.

**11. Page 105 of 138 – Project Manual Volume 3 of 3 – Item T-901 Seeding**

**Revision:** Under Section 901-5.1 Basis of Payment, “Seeding shall be considered incidental to other items, and no separate payment shall be made.” was added.

**Justification:** The T-901 pay item was removed since there is no pay item for T-901 anticipated within any construction schedules for this project.

**12. Page 97 of 138 – Project Manual Volume 3 of 3 – Item ST-P-315 Asphalt Reinforcement Grid Tack Film Mesh**

**Revision:** Section 222-1.1 was updated to 315-1.1.

**Justification:** The section number was updated to match the specification item number.

**CONSTRUCTION DRAWING UPDATES**

**1. Sheet G-002 - Index and Quantities (Page 2 of 53)**

**Revision:** Summary of Quantities table, remove Schedule 1 Item “P-101d Sawcut Asphalt Pavement (1” Depth)” in its entirety.

**Justification:** The P-101d bid item “SAWCUT ASPHALT PAVEMENT (1” DEPTH)” has been removed from the project.

**Revision:** Summary of Quantities table, remove Schedule II Item “P-620a Temporary Airport Pavement Marking – Estimated Quantity of 46,000 SF”.

**Justification:** Temporary marking for construction Schedule II is not necessary and has been removed from the project.

**2. Sheet GS005 – Construction Safety Individual Phasing Plan Schedule II, Phase 2 (Page 16 of 53)**

**Revision:** Change Contractor Access Times statement “24 access to approved work areas” to “Access to approved work area timeframes shall be coordinated with airport operations.”

**Justification:** The references to the Contractor Access Times on the plan sheet is contradictory and has therefore been modified since this will require both airport runways to be closed for intersection remarking.

**3. Sheet CD100 - General Demolition Note 7 (Sheet 21 of 53)**

**Revision:** Remove Note 7. “Refer to sheet CD101 thru CD104 for pavement marking obliteration” in its entirety.

**Justification:** This reference is not accurate.

**4. Sheet CG301 – Typical Sections (Page 30 of 53) – Proposed Typical Section AA**

**Revision:** Remove both notes “SAW CUT ASPHALT BEFORE ROTOMILL OPERATIONS (P-101)(1-INCH DEPTH)”

**Justification:** The P-101d bid item “SAWCUT ASPHALT PAVEMENT (1” DEPTH)” has been removed from the project.

## **CLARIFICATIONS / RFI RESPONSES**

1. Question: Is the price of water a fixed rate throughout the process of the bid hold?  
**Answer:** *The price of water is a flat rate per gallon. Fire hydrant is located near the contractor's airport entrance gate on plan sheet GS002. Pricing is set by the City of Malden, Missouri. Refer to the attachment from the City of Malden or refer to the following website for the most current pricing:*  
<https://www.maldenmo.com/departments/waterwastewater.php>
2. Question: To complete the required verification survey of Runway 14/32, does the runway need to be fully closed or just use radios to monitor aircraft movement?  
**Answer:** *Runway 14/32 can be closed with a NOTAM. Survey should be completed well in advance of construction commencement.*
3. Question: Will the Quality Assurance firm be using a mobile lab at the site or transporting samples back to a lab?  
**Answer:** *We typically use TSI Geotechnical out of St. Louis. It is probable that they are the closest accredited lab. They will likely transfer samples back to their St. Louis lab. Other possible QA firms to use: Palmerton & Parish or Millenia. Woolpert to research Quality assurance laboratories that are within closer proximity to the project.*
4. Question: Is the noted stockpile just for millings or also for excavated earthwork waste?  
**Answer:** *Waste area is needed for what is removed for Schedule IV grading operations. A waste area for excavated earthwork will be designated upon award of Schedule IV.*
5. Question: Who retains the asphalt millings from the project?  
**Answer:** *The Sponsor retains asphalt millings for use on airport property.*
6. Question: Will the water price be sent out once it's confirmed?  
**Answer:** *Yes. See response #1 above.*
7. Question: Is there an option to use the MoDOT asphalt price index on this project?  
**Answer:** *The FAA does not have a provision for this, and it is unallowed.*
8. Question: Regarding Major crack repair, ASTM 8260. MoDOT has denied its use due to not being FAA approved.  
**Answer:** *ASTM D8260 is not referenced within this project.*
9. Question: In reference to the specification regarding seeding/strawing - concerning the draughts Malden has experienced through the summer and early fall. Will the lack of grass growth due to draught conditions/seasonal timing of the project prevent payment?  
**Answer:** *The lack of grass growth is not anticipated to prevent payment since there is no pay item for T-901. Per the project documents, the contractor will be required to seed disturbed areas caused by construction operations per Sheet G-003, Contractor Access and Staging, note 8. If the disturbed areas do not have*

*sufficient vegetation growth, the Sponsor may elect to withhold retainage until the areas are properly restored.*

10. Question: Plan sheet GS005 shows Schedule II, Phase 2. Under the Contractor Access Times it states, “24 access to approved work areas” but then shows “nighttime operations unless otherwise approved by the airport.” This seems to be contradictory. Will it be 24 access or nighttime operations? If nighttime operations are correct, please state the expected work hours.

**Answer:** *Sheet GS005 from the plans Schedule II, Phase 2 – Contractor Access Times - The phrase “24 access to approved work areas” will be changed to “Access to approved work area timeframes shall be coordinated with airport operations.” While the contractor will still be given 1 calendar day to complete this construction task, this revision clarifies coordination of contractor access times due to the closure of both runways.*

11. Question: I see Temporary markings are used for Schedule II, RW 18/36. Is it the intent of the airport to have an initial/temporary coat of paint placed and then a permanent coat of paint placed on the runway in the 5-day duration, or will the runway be available to mark with permanent at the same time as Schedule I after the 30-day cure period?

**Answer:** *The quantity for RW 18/36 Schedule II pay Item “P-620a Temporary Airport Pavement Marking – Estimated Quantity of 46,000 SF” will be reduced to a quantity of 0. Temporary marking for construction Schedule II is not necessary and has been removed from the project. There is a 5-calendar day duration to remark construction Schedule II - Runway 18/36 (as shown in the plan set) in its entirety.*

12. Question: Sheet CD100, General Demolition Notes, “7. Refer to sheet CD101 thru CD104 for pavement marking obliteration.” There is no indication or note stating which markings are to be obliterated on the referenced sheets. Additionally, the referenced sheets only show RW 14/32 which is Schedule I, please indicate where pavement marking obliteration is expected for RW 18-36, Schedule II as this is not shown on the plans either.

**Answer:** *Refer to plan sheets CM101 – CM108 General Marking Notes, Note 1. Which states: “Runway 18/36 and taxiway paint markings are weathered and faded and may not require obliteration. The intent with the remarking of Runway 18/36 is to apply paint over existing markings. When directed by the engineer, paint obliteration shall be accomplished by water or sand blasting or other approved method.” Paint obliteration is not anticipated on either runway for this project but may be required by the resident onsite engineer for areas that may need paint removal/obliteration. A quantity has been included in construction Schedules I and II to accommodate a small amount of paint removal at the resident engineer’s discretion. In addition, Sheet CD100, General Demolition Note “7. Refer to sheet CD101 thru CD104 for pavement marking obliteration.” Will be removed in its entirety.*

## **PRE-BID MEETING MINUTES**

The City of Malden current water and sewer rates, pre-bid meeting minutes, and plan holder’s list are attached to this addendum.

## **ADDENDUM ENDS**



Item No.	Item Description	Quantity	Unit
C-100a	Contractor Quality Control Program (CQCP)	1	LS
C-105a	Mobilization	1	LS
P-101a	Asphalt Pavement Removal - Partial Depth	40,290	SY
P-101b	Crack Seal	20,440	LF
P-101c	Crack Repair	9,200	LF
P-152a	Overexcavation and Replacement	5,750	SY
P-401a	Asphalt Surface Course	4,700	TON
P-401b	Asphalt Leveling Course	1,100	TON
P-603a	Bituminous Tack Coat	4,000	GAL
P-620a	Temporary Airport Pavement Marking	44,000	SF
P-620b	Permanent Airport Pavement Marking, Yellow	5,100	SF
P-620c	Permanent Airport Pavement Marking, White	84,900	SF
P-620d	Permanent Airport Pavement Marking, Black	16,630	SF
L-108a	Install #8 AWG THWN-2, 600V, Wire	13,000	LF
L-108b	Install #8 AWG Ground Wire, 600V, Wire	6,000	LF
L-108c	Install #6 AWG Bare Copper Counterpoise, Including Ground Rods	6,000	LF
L-110a	Install 1-2" SCH 40 PVC Conduit, Direct Earth Buried (DEB)	5,000	LF
L-110b	Install 1-2" SCH 40 HDPE Conduit, Directionally Bored	850	LF
L-115a	Install L-867B Junction Box, Complete	11	LF
L-125a	Remove REIL System, Complete	2.0	EA
L-125b	Install L-849V, Style E, LED REIL System, Complete	2.0	EA

The amount of money appropriated will be equal to or in excess of the contract amount as forth in the notice(s) to proceed. Change orders requiring additional compensable work to be performed, which cause the aggregate amount payable under the contract to exceed the amount appropriated for the original contract, are prohibited unless the contractor is given written assurance by Sponsor that lawful appropriations to cover costs of the additional work have been made or unless such work is covered under a remedy granting provision of the contract. Notwithstanding anything to the contrary in the Contract Documents the Contractor hereby acknowledges and agrees that Sponsor's performance under the contract is subject to receipt of funds from the FAA and further is subject to annual appropriation by the Sponsor in accordance with a budget adopted by the City of Malden. Sponsor may issue multiple Notice(s) to Proceed in incremental stages as funding becomes available.

Inasmuch as this Contract is executed pursuant to the laws of the State of MO, pertaining to airports and payment of the contract unit price shall be made solely from special account established for this project.

**ARTICLE 4: PAYMENT BY SPONSOR.** It is hereby further agreed that, at the completion of the work and its acceptance by the Sponsor, all sums due the Contractor by reason of his faithful performance of the work, taking into consideration additions to or deductions from the Contract price by reason of alterations or modifications of the original Contract or by reason of "Extra Work" authorized under this Contract, will be paid the Contractor by the Sponsor after said completion and acceptance.





The approximate quantities of major bid items involved in the proposed work are:

Item No.	Item Description	Quantity	Unit
C-100a	Contractor Quality Control Program (CQCP)	1	LS
P-101a	Asphalt Pavement Removal - Partial Depth	40,290	SY
P-101b	Crack Seal	20,440	LF
P-101c	Crack Repair	9,200	LF
P-152a	Overexcavation and Replacement	5,750	SY
P-401a	Asphalt Surface Course	4,700	TON
P-401b	Asphalt Leveling Course	1,100	TON
P-603a	Bituminous Tack Coat	4,000	GAL
P-620a	Temporary Airport Pavement Marking	44,000	SF
P-620b	Permanent Airport Pavement Marking, Yellow	5,100	SF
P-620c	Permanent Airport Pavement Marking, White	84,900	SF
P-620d	Permanent Airport Pavement Marking, Black	16,630	SF
L-108a	Install #8 AWG THWN-2, 600V, Wire	13,000	LF
L-108b	Install #8 AWG Ground Wire, 600V, Wire	6,000	LF
L-108c	Install #6 AWG Bare Copper Counterpoise, Including Ground Rods	6,000	LF
L-110a	Install 1-2" SCH 40 PVC Conduit, Direct Earth Buried (DEB)	5,000	LF
L-110b	Install 1-2" SCH 40 HDPE Conduit, Directionally Bored	850	LF
L-115a	Install L-867B Junction Box, Complete	11	LF
L-125a	Remove REIL System, Complete	2	EA
L-125b	Install L-849V, Style E, LED REIL System, Complete	2	EA

**Pre-Bid Conference.** A VOLUNTARY pre-bid conference for this project will be held on Thursday, 4/16/2026 at 10:00 a.m. (local time), at the Malden Regional Airport Conference Room .

**Bid Conditions.** All bidders shall make arrangements with the Malden Regional Airport to examine the site to become familiar with all site conditions prior to submitting their bid.

The bidder is required to provide all information as required within the Contract Documents. The bidder is required to bid on all items of every schedule or as otherwise detailed in the Instructions to Bidders.

Bids may be held by Sponsor for a period not to exceed 120 calendar days from the date of the bid opening for the purpose of evaluating bids prior to award of contract.

No Bidder may withdraw its bid after the bid has been opened. The City of Malden reserves the right to waive any informality in bidding and to reject any and all bids.

All questions regarding the bid are to be directed to Tim Rhoades, 931 Wildwood Drive, Suite 101, Jefferson City, MO 65109, tim.rhoades@woolpert.com.

**Bid Bond.** Guarantee will be required with each bid as a certified check on a solvent bank or a Bid Bond in the amount of five (5) % of the total amount of the bid, made payable to the City of Malden.

**Performance & Payment Bond.** The successful bidder will be required to furnish separate performance and payment bonds each in an amount equal to 100% of the contract price.



### Bid Proposal - Schedule I

Item No.	Item Description	Unit	Quantity	UNIT PRICE		TOTAL
C-100a	Contractor Quality Control Program (CQCP)	LS	1	\$	and	dollars cents
C-105a	Mobilization	LS	1	\$	and	dollars cents
P-101a	Asphalt Pavement Removal - Partial Depth	SY	40,290	\$	and	dollars cents
P-101b	Crack Seal	LF	20,440	\$	and	dollars cents
P-101c	Major Crack Repair	LF	9,200	\$	and	dollars cents
P-152a	Overexcavation and Replacement	SY	5,750	\$	and	dollars cents
P-401a	Asphalt Surface Course	TON	4,700	\$	and	dollars cents
P-401b	Asphalt Leveling Course	TON	1,100	\$	and	dollars cents
P-603a	Bituminous Tack Coat	GAL	4,000	\$	and	dollars cents
P-620a	Temporary Airport Pavement Marking	SF	44,000	\$	and	dollars cents
P-620b	Permanent Airport Pavement Marking, Yellow	SF	2,000	\$	and	dollars cents
P-620c	Permanent Airport Pavement Marking, White	SF	42,000	\$	and	dollars cents
P-620e	Pavement Marking Obliteration	SF	500	\$	and	dollars cents
<b>TOTAL \$</b>						<b>TOTAL \$</b>



### Bid Proposal - Schedule II

Item No.	Item Description	Unit	Quantity	UNIT PRICE		TOTAL
C-105a	Mobilization	LS	1	\$	and	\$
P-620b	Permanent Airport Pavement Marking, Yellow	SF	3,100	\$	and	\$
P-620c	Permanent Airport Pavement Marking, White	SF	42,900	\$	and	\$
P-620d	Permanent Airport Pavement Marking, Black	SF	16,630	\$	and	\$
P-620e	Pavement Marking Obliteration	SF	500	\$	and	\$
<b>TOTAL \$</b>						<b>TOTAL \$</b>

**100-10 Corrective action requirements.** The CQCP shall indicate the appropriate action to be taken when a process is deemed, or believed, to be out of control (out of tolerance) and detail what action will be taken to bring the process into control. The requirements for corrective action shall include both general requirements for operation of the CQCP as a whole, and for individual items of work contained in the technical specifications.

The CQCP shall detail how the results of QC inspections and tests will be used for determining the need for corrective action and shall contain clear rules to gauge when a process is out of control and the type of correction to be taken to regain process control.

When applicable or required by the technical specifications, the Contractor shall establish and use statistical QC charts for individual QC tests. The requirements for corrective action shall be linked to the control charts.

**100-11 Inspection and/or observations by the RPR.** All items of material and equipment are subject to inspection and/or observation by the RPR at the point of production, manufacture or shipment to determine if the Contractor, producer, manufacturer or shipper maintains an adequate QC system in conformance with the requirements detailed here and the applicable technical specifications and plans. In addition, all items of materials, equipment and work in place shall be subject to inspection and/or observation by the RPR at the site for the same purpose.

Inspection and/or observations by the RPR does not relieve the Contractor of performing QC inspections of either on-site or off-site Contractor's or subcontractor's work.

**100-12 Noncompliance.**

- a. The Resident Project Representative (RPR) will provide written notice to the Contractor of any noncompliance with their CQCP. After receipt of such notice, the Contractor must take corrective action.
- b. When QC activities do not comply with either the CQCP or the contract provisions or when the Contractor fails to properly operate and maintain an effective CQCP, and no effective corrective actions have been taken after notification of non-compliance, the RPR will recommend the Owner take the following actions:
  - (1) Order the Contractor to replace ineffective or unqualified QC personnel or subcontractors and/or
  - (2) Order the Contractor to stop operations until appropriate corrective actions are taken.

## METHOD OF MEASUREMENT

**100-13 Basis of measurement and payment.** Contractor Quality Control Program (CQCP) is for the personnel, tests, facilities and documentation required to implement the CQCP. The CQCP will be paid as a lump sum with the following schedule of partial payments:

- a. With first pay request, 25% with approval of CQCP and completion of the Quality Control (QC)/Quality Assurance (QA) workshop.
- b. When 25% or more of the original contract is earned, an additional 25%.
- c. When 50% or more of the original contract is earned, an additional 20%.
- d. When 75% or more of the original contract is earned, an additional 20%
- e. After final inspection and acceptance of project, the final 10%.

## BASIS OF PAYMENT

**100-14 Payment will be made under:**

Item C-100a Contractor Quality Control Program (CQCP) – Lump Sum

**101-3.9.1 Preparation of Crack.** Widen crack with router and/or random crack saw by removing a minimum of 1/16 inch (2 mm) from each side of crack. Immediately before sealing, cracks will be blown out with a hot air lance combined with oil and water-free compressed air.

**101-3.9.2 Removal of Existing Crack Sealant.** Existing sealants will be removed by routing and/or random crack saw. Following routing or sawing any remaining debris will be removed by use of a hot lance combined with oil and water-free compressed air.

**101-3.9.3 Crack Sealant.** Crack sealant material and installation will be in accordance with Item P-605.

**101-3.9.4 Removal of Pipe and other Buried Structures.**

- a. **Removal of Existing Pipe Material.** Not used.
- b. **Removal of Inlets/Manholes.** Not used.

## METHOD OF MEASUREMENT

**101-4.1 Pavement removal.** The unit of measurement for pavement milled and removed shall be the number of square yards milled and removed by the Contractor. Any pavement removed outside the limits of removal because the pavement was damaged by negligence on the part of the Contractor shall not be included in the measurement for payment.

**101-4.2 Joint and crack repair.** The unit of measurement for joint and crack repair shall be the linear foot (meter) of joint.

## BASIS OF PAYMENT

**101-5.1 Payment.** Payment shall be made at contract unit price for the unit of measurement as specified above. This price shall be full compensation for furnishing all materials and for all preparation, hauling, and placing of the material and for all labor, equipment, tools, and incidentals necessary to complete this item.

Item P 101a	Partial Asphalt Pavement Removal (partial depth)- per square yard
Item P 101b	Crack Repair – per linear foot
Item P 101c	Major Crack Repair – per linear foot

## REFERENCES

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

### Advisory Circulars (AC)

AC 150/5380-6	Guidelines and Procedures for Maintenance of Airport Pavements.
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### ASTM International (ASTM)

ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements
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## END OF ITEM P-101

direction. The average shall be equal to or above the minimum levels of all readings which are within 30% of each other.

#### Minimum Retro-Reflectance Values

Material	Retro-reflectance mcd/m <sup>2</sup> /lux		
	White	Yellow	Red
Initial Type I	300	175	35
Initial Type III	600	300	35
Initial Thermoplastic	225	100	35
All materials, remark when less than <sup>1</sup>	100	75	10

<sup>1</sup> Prior to remarking determine if removal of contaminants on markings will restore retro-reflectance

**620-3.9 Protection and cleanup.** After application of the markings, all markings shall be protected from damage until dry. All surfaces shall be protected from excess moisture and/or rain and from disfiguration by spatter, splashes, spillage, or drippings. The Contractor shall remove from the work area all debris, waste, loose reflective media, and by-products generated by the surface preparation and application operations to the satisfaction of the RPR. The Contractor shall dispose of these wastes in strict compliance with all applicable state, local, and federal environmental statutes and regulations.

#### METHOD OF MEASUREMENT

**620-4.1a** The quantity of surface preparation shall be considered incidental to this item.

**620-4.1b** The quantity of markings shall be paid for shall be measured by the number of square feet of painting.

**620-4.1c** The quantity of reflective media shall be considered incidental to this item.

**620-4.1d** The quantity of temporary markings to be paid for shall be the number of square feet of painting performed in accordance with the specifications and accepted by the RPR. Temporary marking includes surface preparation, application and complete removal of the temporary marking.

**620-4.1e** The quantity of pavement marking obliteration shall be paid for and measured by the number of square feet of painting removed.

#### BASIS OF PAYMENT

**620-5.1** This price shall be full compensation for furnishing all materials and for all labor, equipment, tools, and incidentals necessary to complete the item, completed in place, and accepted by the RPR in accordance with these specifications.

**620-5.1a** Payment for surface preparation shall be considered incidental to this item.

**620-5.1b** Payment for markings shall be made at the contract price for by the number of square feet of painting.

**620-5.1c** Payment for reflective media shall be considered incidental to this item.

**620-5.1d** Payment for pavement marking obliteration shall be made at the contract price for the number of square feet of obliterated painting.

Payment will be made under:

Item P-620a	Temporary Pavement Marking - per square foot
Item P-620b	Permanent Pavement Marking, Yellow - per square foot
Item P-620c	Permanent Pavement Marking, White - per square foot
Item P-620d	Permanent Pavement Marking, Black - per square foot
Item P-620e	Pavement Marking Obliteration - per square foot

## REFERENCES

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

### ASTM International (ASTM)

ASTM D476	Standard Classification for Dry Pigmentary Titanium Dioxide Products
ASTM D968	Standard Test Methods for Abrasion Resistance of Organic Coatings by Falling Abrasive
ASTM D1652	Standard Test Method for Epoxy Content of Epoxy Resins
ASTM D2074	Standard Test Method for Total, Primary, Secondary, and Tertiary Amine Values of Fatty Amines by Alternative Indicator Method
ASTM D2240	Standard Test Method for Rubber Property - Durometer Hardness
ASTM D7585	Standard Practice for Evaluating Retroreflective Pavement Markings Using Portable Hand-Operated Instruments
ASTM E303	Standard Test Method for Measuring Surface Frictional Properties Using the British Pendulum Tester
ASTM E1710	Standard Test Method for Measurement of Retroreflective Pavement Marking Materials with CEN-Prescribed Geometry Using a Portable Retroreflectometer
ASTM E2302	Standard Test Method for Measurement of the Luminance Coefficient Under Diffuse Illumination of Pavement Marking Materials Using a Portable Reflectometer
ASTM G154	Standard Practice for Operating Fluorescent Ultraviolet (UV) Lamp Apparatus for Exposure of Nonmetallic Materials

least two (2) weeks prior to use. The RPR may take samples of the water at the source or from the tank at any time and have a laboratory test the samples for chemical and saline content. The Contractor shall not use any water from any source that is disapproved by the RPR following such tests.

All mixtures shall be constantly agitated from the time they are mixed until they are finally applied to the seedbed. All such mixtures shall be used within two (2) hours from the time they were mixed or they shall be wasted and disposed of at approved locations.

- d. **Spraying.** Lime, if required, shall be sprayed only upon previously prepared seedbeds. After the applied lime mixture has dried, the lime shall be worked into the top 3 inches (75 mm), after which the seedbed shall again be properly graded and dressed to a smooth finish.

Mixtures of seed and fertilizer shall only be sprayed upon previously prepared seedbeds on which the lime, if required, shall already have been worked in. The mixtures shall be applied by means of a high-pressure spray that shall always be directed upward into the air so that the mixtures will fall to the ground like rain in a uniform spray. Nozzles or sprays shall never be directed toward the ground in such a manner as might produce erosion or runoff.

Particular care shall be exercised to ensure that the application is made uniformly and at the prescribed rate and to guard against misses and overlapped areas. Proper predetermined quantities of the mixture in accordance with specifications shall be used to cover specified sections of known area.

Checks on the rate and uniformity of application may be made by observing the degree of wetting of the ground or by distributing test sheets of paper or pans over the area at intervals and observing the quantity of material deposited thereon.

On surfaces that are to be mulched as indicated by the plans or designated by the RPR, seed and fertilizer applied by the spray method need not be raked into the soil or rolled. However, on surfaces on which mulch is not to be used, the raking and rolling operations will be required after the soil has dried.

**901-3.4 Maintenance of seeded areas.** The Contractor shall protect seeded areas against traffic or other use by warning signs or barricades, as approved by the RPR. Surfaces gullied or otherwise damaged following seeding shall be repaired by regrading and reseeding as directed. The Contractor shall mow, water as directed, and otherwise maintain seeded areas in a satisfactory condition until final inspection and acceptance of the work.

When either the dry or wet application method outlined above is used for work done out of season, it will be required that the Contractor establish a good stand of grass of uniform color and density to the satisfaction of the RPR. A grass stand shall be considered adequate when bare spots are one square foot (0.01 sq m) or less, randomly dispersed, and do not exceed 3% of the area seeded.

## METHOD OF MEASUREMENT

**901-4.1** Seeding shall be considered incidental to other items, and no separate measurement shall be made of seeding complete in place and accepted.





## BASIS OF PAYMENT

**901-5.1 Seeding shall be considered incidental to other items, and no separate payment shall be made.**

## REFERENCES

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

### ASTM International (ASTM)

ASTM C602                      Standard Specification for Agricultural Liming Materials

### Federal Specifications (FED SPEC)

FED SPEC                      JJJ-S-181, Federal Specification, Seeds, Agricultural

### Advisory Circulars (AC)

AC 150/5200-33              Hazardous Wildlife Attractants on or Near Airports

### FAA/United States Department of Agriculture

Wildlife Hazard Management at Airports, A Manual for Airport Personnel

## END OF ITEM T-901



## Item ST- P-315 ASPHALT REINFORCEMENT GRID TACK FILM MESH

### DESCRIPTION

**315-1.1** This work consists of furnishing and installing an asphalt reinforcement grid tack film mesh.

### MATERIALS

Provide a material that is a high strength open fiberglass mesh grid custom knitted in a stable construction with an adhered polymer tack film and coated with a pressure sensitive adhesive backing that meets or exceeds the following requirements when tested by the appropriate test method:

PROPERTY	TEST METHOD	UNITS	TYPE I
<b><i>Asphalt Reinforcement Grid</i></b>			
Tensile Strength	ASTM D6637-01		
Across Width		Lbs/in	560 lbs/in
Across Length		Lbs/in	560 lbs/in
Tensile Strength @ 2% Strain	ASTM D6637-01		
Across Width		Lbs/in	456 lbs/in
Across Length		Lbs/in	456 lbs/in
Tensile Elongation	ASTM D6637-01	%	< 3%
Melting Point	ASTM D276-00	°F	>450°F
Mass Per Unit Area	ASTM D5261-92	oz/yd <sup>2</sup>	12.0
Aperture Size	Callipered	Inch	1.0 x 1.0
Adhesive Backing			Pressure Sensitive
<b><i>Tack Film</i></b>			
Film Type			100% polymer
Coverage			100%
Film Softening Point		°F	210 °F

Alternate asphalt reinforcement grid tack film mesh materials will be evaluated provided that a submittal is provided two weeks prior to the bid. The alternate paving mat submittal will not be based solely upon evaluation of in air index properties. The alternate paving mat submittal must include a design signed and sealed by a

ISSUED FOR BID

04/02/2026

SHEET LIST TABLE

LATEST ISSUANCE OR REVISION DATE	SHEET NUMBER	SHEET TITLE
04/02/2026	G-001	COVER SHEET
04/02/2026	G-002	SUMMARY OF APPROXIMATE QUANTITIES
04/02/2026	G-003	GENERAL NOTES
04/02/2026	G-004	GENERAL NOTES
04/02/2026	G-005	MASTER LEGENDS AND ABBREVIATIONS
04/02/2026	B-001	GEOTECHNICAL INVESTIGATION PLAN
04/02/2026	B-002	GEOTECHNICAL BORE LOGS
04/02/2026	B-003	GEOTECHNICAL BORE LOGS
04/02/2026	B-004	GEOTECHNICAL BORE LOGS
04/02/2026	B-005	GEOTECHNICAL BORE LOGS
04/02/2026	G-006	CONSTRUCTION SAFETY NOTES
04/02/2026	G-007	CONSTRUCTION SAFETY OVERALL PHASING PLAN
04/02/2026	G-008	CONSTRUCTION SAFETY INDIVIDUAL PHASING PLAN SCHEDULE I PHASE 1
04/02/2026	G-009	CONSTRUCTION SAFETY INDIVIDUAL PHASING PLAN SCHEDULE II PHASE 2
04/02/2026	G-010	CONSTRUCTION SAFETY INDIVIDUAL PHASING PLAN SCHEDULE III PHASE 3
04/02/2026	G-011	CONSTRUCTION SAFETY INDIVIDUAL PHASING PLAN SCHEDULE IV
04/02/2026	V-001	SURVEY CONTROL PLAN
04/02/2026	GE001	ENVIRONMENTAL REQUIREMENTS & NOTES
04/02/2026	CD100	DEMOLITION NOTES
04/02/2026	CD101	DEMOLITION PLAN
04/02/2026	CD102	DEMOLITION PLAN
04/02/2026	CD103	DEMOLITION PLAN
04/02/2026	CD104	DEMOLITION PLAN
04/02/2026	CS101	GEOMETRY PLAN
04/02/2026	CS102	GEOMETRY PLAN
04/02/2026	CS103	GEOMETRY PLAN
04/02/2026	CS104	GEOMETRY PLAN
04/02/2026	CS201	TYPICAL SECTIONS
04/02/2026	CG401	RUNWAY PAVEMENT PROFILE
04/02/2026	CG402	RUNWAY PAVEMENT PROFILE
04/02/2026	CG403	RUNWAY PAVEMENT PROFILE
04/02/2026	CG404	RUNWAY PAVEMENT PROFILE
04/02/2026	CG500	CRACK REPAIR AND CORNER SEAL DETAILS
04/02/2026	CH101	PAVEMENT MARKING PLAN
04/02/2026	CH102	PAVEMENT MARKING PLAN
04/02/2026	CH103	PAVEMENT MARKING PLAN
04/02/2026	CH104	PAVEMENT MARKING PLAN
04/02/2026	CH105	PAVEMENT MARKING PLAN
04/02/2026	CH106	PAVEMENT MARKING PLAN
04/02/2026	CH107	PAVEMENT MARKING PLAN
04/02/2026	CH108	PAVEMENT MARKING PLAN
04/02/2026	CH109	PAVEMENT MARKING PLAN
04/02/2026	CH110	PAVEMENT MARKING PLAN
04/02/2026	ED001	ELECTRIC LEGEND AND NOTES
04/02/2026	ED101	ELECTRIC DEMOLITION
04/02/2026	ED102	ELECTRIC DEMOLITION
04/02/2026	ES101	ELECTRICAL GEOMETRY
04/02/2026	ES102	ELECTRICAL GEOMETRY
04/02/2026	ES103	ELECTRICAL GEOMETRY
04/02/2026	ES104	ELECTRICAL GEOMETRY
04/02/2026	ES900	ELECTRIC DETAILS

SUMMARY OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	SCHEDULE I RUNWAY 1432 REHABILITATION (80' WIDTH)		SCHEDULE II RUNWAY 1836 PAVEMENT REMARKING		SCHEDULE III RUNWAY 1432 REIL REHABILITATION		SCHEDULE IV RUNWAY 1432 OBJECT FREE AREA GRADING	
			ESTIMATE	AS BUILT	ESTIMATE	AS BUILT	ESTIMATE	AS BUILT	ESTIMATE	AS BUILT
C-100a	CONTRACTOR QUALITY CONTROL PROGRAM (COQP)	LS	1	0	0	0	0	0	0	0
C-105a	MOBILIZATION	LS	1	0	1	0	1	0	1	0
P-101a	ASPHALT PAVEMENT REMOVAL - PARTIAL DEPTH	SY	40,290	0	0	0	0	0	0	0
P-101b	CRACK SEAL	LF	20,440	0	0	0	0	0	0	0
P-101c	MAJOR CRACK REPAIR	LF	9,200	0	0	0	0	0	0	0
P-152a	OVEREXCAVATION AND REPLACEMENT	SY	5,750	0	0	0	0	0	0	0
P-152b	UNCLASSIFIED EXCAVATION	CY	0	0	0	0	0	0	866	0
P-401a	ASPHALT SURFACE COURSE	TON	4,700	0	0	0	0	0	0	0
P-401b	ASPHALT LEVELING COURSE	TON	1,100	0	0	0	0	0	0	0
P-403a	BITUMINOUS TACK COAT	GAL	4,000	0	0	0	0	0	0	0
P-500a	TEMPORARY ASPHALT PAVEMENT MARKING	SF	44,800	0	0	0	0	0	0	0
P-602b	PERMANENT AIRPORT PAVEMENT MARKING, YELLOW	SF	2,000	3,100	0	0	0	0	0	0
P-602c	PERMANENT AIRPORT PAVEMENT MARKING, WHITE	SF	42,000	42,300	0	0	0	0	0	0
P-620a	PERMANENT AIRPORT PAVEMENT MARKING, BLACK	SF	0	16,630	0	0	0	0	0	0
P-620b	PAVEMENT MARKING DELIMITATION	SF	500	500	0	0	0	0	0	0
L-108a	INSTALL #8 AWG THW-2, 100V, WIRE	LF	0	0	13,000	0	0	0	0	0
L-108b	INSTALL #8 AWG GROUND WIRE, 600V, WIRE	LF	0	0	6,000	0	0	0	0	0
L-108c	INSTALL #8 AWG BARE COPPER COUNTERPOISE, INCLUDING GROUND RODS	LF	0	0	6,000	0	0	0	0	0
L-104a	INSTALL 1.2" SCH 40 PVC CONDUIT, DIRECT EARTH BURIED (DEB)	LF	0	0	5,000	0	0	0	0	0
L-105a	INSTALL 1.2" SCH 40 HDPE CONDUIT, DIRECTIONALLY BORED	LF	0	0	850	0	0	0	0	0
L-115a	INSTALL L-86/B JUNCTION BOX, COMPLETE	EA	0	0	11	0	0	0	0	0
L-125a	REMOVE REIL SYSTEM, COMPLETE	EA	0	0	2	0	0	0	0	0
L-125b	INSTALL L-349V, STYLE E, LEAD REIL SYSTEM, COMPLETE	EA	0	0	2	0	0	0	0	0

**MALDEN REGIONAL AIRPORT**  
 RUNWAY 14/32 REHABILITATION  
 CONSTRUCTION PLAN FOR IMPROVEMENTS TO

PROJECT NO: 26-079A-1  
 DATE ISSUED: 04/02/2026  
 DESIGNED BY: TAB  
 DRAWN BY: VSB  
 CHECKED BY: CLG

SHEET NAME:  
 SUMMARY OF APPROXIMATE QUANTITIES

SHEET NO. **G-002**

3077 MITCHELL DR  
 MALDEN, MO 63863

NUMBER	DATE	DESCRIPTION
04/23/2026	ISSUED FOR BID	ISSUANCE SCHEDULE
04/23/2026	ADDITIONAL NO. 2	

ISSUED FOR BID

04/02/2026

NO.	DATE	DESCRIPTION
1	04/02/2026	ISSUED FOR BID
2	04/23/2026	CONSTRUCTION PLAN FOR IMPROVEMENTS TO RUNWAY 14/32 REHABILITATION

CONSTRUCTION PLAN FOR IMPROVEMENTS TO  
**MALDEN REGIONAL AIRPORT**  
 RUNWAY 14/32 REHABILITATION

3077 MITCHELL DR  
 MALDEN, MO 63863

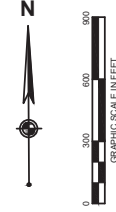
PROJECT NO: 26-079A-1  
 DATE ISSUED: 04/02/2026  
 DESIGNED BY: TAB  
 DRAWN BY: VSB  
 CHECKED BY: CLG

SHEET NAME:  
**CONSTRUCTION SAFETY INDIVIDUAL SAFETY PLAN**  
 SCHEDULE II, PHASE 2

SHEET NO: **GS005**

**OVERALL PHASING LEGEND**

- CONTRACTOR HALL ROUTE (2 WAY TRAFFIC)
- CONTRACTOR HALL ROUTE (1 WAY TRAFFIC)
- CONTRACTOR HALL ROUTE (2 WAY TRAFFIC)
- SURVEY BOUNDARY
- RUNWAY SAFETY AREA
- RUNWAY OBJECT FREE AREA
- TAXIWAY SAFETY AREA
- TAXIWAY OBJECT FREE AREA
- CONSTRUCTION WORK AREA
- FLASHER BARRICADE
- CONTRACTOR ACCESS GATE
- CONTRACTOR STAGING AREA
- SCHEDULE I RUNWAY 14/32 REHABILITATION (MILL & FILL)
- SCHEDULE II RUNWAY 18/36 PAVEMENT REMARKING
- SCHEDULE III RUNWAY 14/32 FEEEL REHABILITATION
- SCHEDULE IV RUNWAY 14/32 OBJECT FREE AREA GRADING



CONSTRUCTION PHASING NOTES	
<b>SCHEDULE II, PHASE 2</b>	<b>MAJOR WORK TO BE COMPLETED</b>
DURATION SCHEDULE II: 5 CALENDAR DAYS 1 CALENDAR DAY CONTRACTOR ACCESS TIMES ACCESS TO APPROVED WORK AREA TIME FRAMES SHALL BE COORDINATED WITH AIRPORT OPERATIONS NIGHT TIME OPERATIONS UNLESS OTHERWISE APPROVED BY THE AIRPORT. ALL AIRPORT OPERATIONS AREAS SHALL REMAIN CLOSED DURING SCHEDULE II, PHASE 2.	RUNWAY 1. PAVEMENT MARKINGS LAYOUT 2. PAVEMENT REMARKING
<b>NOTIFICATIONS</b>	<b>IMPACTS ON OPERATIONS</b>
1. ALL CLOSURES SHALL BE COORDINATED WITH THE ENGINEER AND MAW AIRPORT MANAGER. 2. A MINIMUM OF 72 HOURS NOTICE SHOULD BE GIVEN TO THE AIRPORT FOR CONSTRUCTION ACCESS ON THE RUNWAYS AND ALL TAXIWAYS IN ORDER FOR THE WRITING. THE CONTRACTOR MAY NOT HAVE ACCESS TO THE DESIRED WORK AREA AND IN NO WAY IS THIS VALIDATION FOR ADDITIONAL CALENDAR DAYS. 3. CONTRACTOR IS RESPONSIBLE FOR CALLING 811 AND LOCATING UTILITIES PRIOR TO CONSTRUCTION. <b>FOREIGN OBJECT DEBRIS (FOD) CONTROL</b> 1. THE CONTRACTOR SHALL HAVE A SWEEPER ON SITE AT ALL TIMES TO CLEAN DEBRIS FROM THE WORK AREA AND TAXIWAYS. THE CONTRACTOR SHALL IMMEDIATELY CLEAN ANY DEBRIS FROM AIRFIELD PAVEMENTS.	1. RUNWAY 14/32 AND 18/36 AND TAXIWAYS ACCESSING THESE RUNWAYS SHALL REMAIN CLOSED DURING SCHEDULE II, PHASE 2. 2. THE CONTRACTOR SHALL GIVE RIGHT OF WAY TO ALL AIRCRAFT AND EMERGENCY VEHICLES AT ALL TIMES. 3. CONTRACTOR TO MAINTAIN EMERGENCY VEHICLE ACCESS TO RUNWAY AT ALL TIMES. 4. WHILE RUNWAY 18/36 IS CLOSED, LARGE YELLOW X'S SHALL BE PLACED AT THE CLOSED RUNWAY SECTIONS AND TAXIWAYS TO ACCESS THE AREA BEING WORKED. 5. FOR NIGHT WORK, CONTRACTOR SHALL PROVIDE SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREAS AND HALL ROUTES TO THE APPROVAL OF THE ENGINEER.

**GENERAL DEMOLITION NOTES**

- CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER OFF-SITE DISPOSAL OF ALL WASTE MATERIALS GENERATED FROM THE PROJECT. ALL COSTS ARE INCIDENTAL TO RESPECTIVE REMOVAL BID ITEM.
- CONTRACTOR TO REMOVE EXISTING SIGNS AND FOUNDATIONS AS SHOWN ON DRAWINGS. FOUNDATIONS (CONDUIT, ETC.) SHALL BE INCIDENTAL TO THE RESPECTIVE SIGN REMOVAL BID ITEM.
- ALL DEMOLITION ITEMS THAT DO NOT HAVE A SPECIFIC BID ITEM ARE INCIDENTAL TO THE PROJECT.
- DEMOLITION OF EXISTING PAVEMENTS SHALL BE PERFORMED WITHIN THE REQUIREMENTS AS DEPICTED IN THE CONSTRUCTION SAFETY DRAWINGS.
- BASE ON SPANNING DOSE DURING THE GEOTECHNICAL INVESTIGATION OF THE EXISTING PAVEMENT SECTION FOR RUNWAY 14/32 CONSISTS OF APPROXIMATELY 3" TO 3.5" OF ASPHALT ON 7" -15" OF AGGREGATE BASE.
- EXISTING SIGN SHALL BE REMOVED FOR ELECTRICAL DEMOLITION. EXISTING SEALANT DAMAGED DURING OPERATION OF EXISTING MARKINGS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE SPONSOR.
- ALL REMOVAL STATION AND OFFSETS ARE APPROXIMATE.

**ASPHALT REMOVAL**

- PAVEMENT REMOVAL SHALL BE MEASURED AND PAID TO NEAT LINE DIMENSIONING.
- THE CONTRACTOR SHALL SUBMIT A PROCEDURE FOR REMOVING THE EXISTING ASPHALT TO THE SPONSOR FOR APPROVAL PRIOR TO THE START OF ROTOMILLING OPERATIONS.
- CONTRACTOR TO DISPOSE OF ASPHALT MILLINGS, AND UNSUITABLE MATERIAL AT NO ADDITIONAL COST TO THE SPONSOR.
- ALL MILLINGS AND RUBBLE MATERIAL SHALL BE DISPOSED OF AT A SITE DETERMINED BY THE AIRPORT OR PLACED IN FILL AREAS PER APPROVAL OF ENGINEER.
- PARTIAL DEPTH PAVEMENT REMOVAL PAID FOR BY THE SQUARE YARD REGARDLESS OF DEPTH. DEPTH VARIES FROM 0.25' TO 0.3'.
- CONTRACTOR MAY ELECT TO MILL AT TERMINATE BUTT JOINT WIDTH TO 18" OR MORE. ASPHALT MATERIAL WILL NOT BE DIRECTLY PAID FOR, BUT WILL BE INCIDENTAL TO THE CONSTRUCTION OF THE BUTT JOINT.
- ALL RUNWAY PAINT IS TO BE REMOVED DURING ROTOMILLING (INCIDENTAL TO ROTOMILLING EXCEPT WHERE SHOWN ON THE PLANS) IF REMOVE PAINT BY WATER BLASTING (INCIDENTAL TO ROTOMILLING). ANY PAINT DAMAGED OUTSIDE OF REMOVAL LIMITS IS TO BE RESTORED TO ITS ORIGINAL CONDITION BY THE CONTRACTOR.
- CONSTRUCTION ON THE RUNWAY IS 2 INCHES. THE CONTRACTOR SHALL MILL THE EXISTING PAVEMENT TO THE LIMITS SHOWN AND TO A DEPTH OF 2 INCHES. THE CONTRACTOR SHALL MILL THE EXISTING PAVEMENT TO THE LIMITS SHOWN AND TO A DEPTH OF 2 INCHES. THE CONTRACTOR SHALL MILL THE EXISTING PAVEMENT TO THE LIMITS SHOWN AND TO A DEPTH OF 2 INCHES. THE CONTRACTOR SHALL MILL THE EXISTING PAVEMENT TO THE LIMITS SHOWN AND TO A DEPTH OF 2 INCHES. THE CONTRACTOR SHALL MILL THE EXISTING PAVEMENT TO THE LIMITS SHOWN AND TO A DEPTH OF 2 INCHES. THE CONTRACTOR SHALL MILL THE EXISTING PAVEMENT TO THE LIMITS SHOWN AND TO A DEPTH OF 2 INCHES. THIS WORK SHALL BE COMPLETED IN ACCORDANCE WITH ITEM P-01.
- CONTRACTOR SHALL PROVIDE SURVEY DATA TO THE ENGINEER IN ACCORDANCE WITH CONSTRUCTION STAKING AND LAYOUT NOTES ON DRAWINGS. CONSTRUCTION STAKING AND LAYOUT NOTES WILL BE CONSTRUCTED AREAS THAT ARE DEFICIENT FROM THE MINIMUM OVERLAY THICKNESS SHALL BE PARTIALLY MILLED AT THE DIRECTION OF THE ENGINEER.

**PROJECT SPECIFIC DEMOLITION NOTES**

- AT THE END OF EACH WORK SHIFT THE CONTRACTOR SHALL PLACE A TEMPORARY RETRO-REFLECTIVE MARKER AT THE LOCATION OF EACH REMOVAL AND TEMPORARY RETRO-REFLECTIVE MARKERS ARE LIGHT BATTERED TO BE VISIBLE FROM ALL ANGLES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING LIGHTS, BASE CANS, ISOLATION TRANSFORMERS AND BASE PLATES AND SHALL REPLACE DAMAGED ITEMS AT NO ADDITIONAL COST.
- ALL COMPONENTS OF THE AIRFIELD LIGHTING SYSTEM OUTSIDE OF THE OPERATIONAL AT THE END OF EACH WORK SHIFT AND FOR EVERY PERIOD OF LOW VISIBILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL LIGHTING SYSTEMS DAMAGED DURING CONSTRUCTION. TEMPORARY AN OPERATIONAL SYSTEM DURING CONSTRUCTION. TEMPORARY ALL TEMPORARY JUMPERS SHALL BE INSTALLED IN CONDUIT.
- PRIOR TO BEGINNING ELECTRICAL DEMOLITION, THE CONTRACTOR SHALL REMOVE ALL ELECTRICAL WIRING AND CABLES FROM THE LOCATION OF ALL REQUIRED TEMPORARY JUMPERS. THE PLAN SHALL SHOW THE LOCATION AND INSTALLATION TECHNIQUES OF ALL JUMPERS AND SHALL MAINTAIN THE INTEGRITY OF THE AIRFIELD CIRCUITS FOR THE DURATION OF CONSTRUCTION.
- THE CONTRACTOR SHALL REMOVE ALL WIRES AND CABLES FROM CONDUITS WHICH ARE TO BE ABANDONED. NO ADDITIONAL PAYMENT WILL BE MADE FOR REMOVAL OF WIRES AND CABLES.

PROJECT NO: 26-079A-1  
 DATE ISSUED: 04/02/2026  
 DESIGNED BY: TAB  
 DRAWN BY: VBS  
 CHECKED BY: CLG  
 SHEET NAME: DEMOLITION NOTES  
 3077 MITCHELL DR  
 MALDEN, MO 63863  
**MALDEN REGIONAL AIRPORT**  
**RUNWAY 14/32 REHABILITATION**  
 CONSTRUCTION PLAN FOR IMPROVEMENTS TO

NUMBER	DATE	DESCRIPTION	ISSUED FOR	APPROVED BY	APPROVED NO.
1	04/22/2026	ISSUED FOR BID			
2					
3					
4					
5					
6					
7					

ISSUANCE SCHEDULE  
 04/02/2026  
 ISSUED FOR BID

ISSUED FOR BID

04/02/2026

NUMBER	DATE	DESCRIPTION
1	04/22/2026	ISSUED FOR BID
2	04/22/2026	ADDITIONAL NO. 2

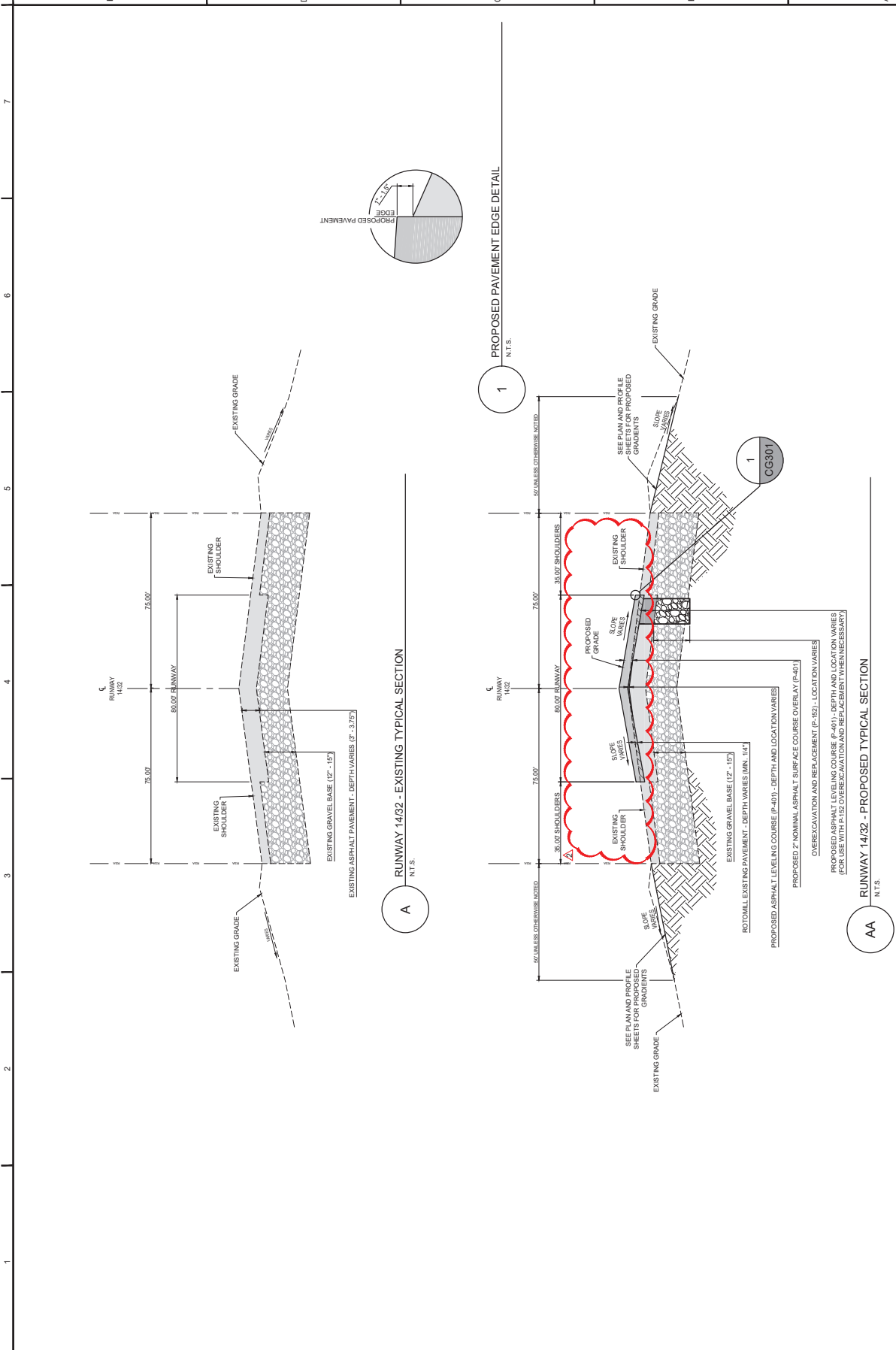
CONSTRUCTION PLAN FOR IMPROVEMENTS TO  
**MALDEN REGIONAL AIRPORT**  
 RUNWAY 14/32 REHABILITATION

3077 MITCHELL DR  
 MALDEN, MO 63863

PROJECT NO: 26-079A-1  
 DATE ISSUED: 04/02/2026  
 DESIGNED BY: TAB  
 DRAWN BY: VSB  
 CHECKED BY: CLG

SHEET NAME:  
 TYPICAL SECTIONS

SHEET NO:  
**CG301**







**MALDEN REGIONAL AIRPORT**

**Meeting Agenda - MINUTES: Pre-Bid Conference**

MoDOT Project No. 26-079A-1

Date: Thursday, April 16, 2026, 10:00 A.M. CST

Location: Malden Regional Airport Conference Room

**Attendees:** Refer to Sign-In Sheet

**Agenda:**

**1. RECORDING OF ATTENDEES**

- A. Recording of attendees, firm represented, address and phone number.
- B. Attendance & plan holder’s list will be sent to all attendees.

**2. PROJECT DESCRIPTION & INTRODUCTIONS**

- A. Project Scope of Work.
  - I. Schedule I - Runway 14-32 Rehabilitation (80’ Width)
- B. Airport Sponsor.
  - I. Tara Smothers, Airport Manager
- C. MoDOT Aviation.
  - I. Tom Powers, Project Manager
- D. Airport Engineering. (Woolpert, Inc.)
  - I. Joe Pestka, Project Director
  - II. Kevin Scherr, Senior Project Manager
  - III. Tim Rhoades, Project Manager
- E. Project Schedules.
  - I. Schedule I: Runway 14-32 Rehabilitation (80’ Width)
  - II. Schedule II: Runway 18-36 Pavement Remarketing
  - III. Schedule III: Runway 14-32 REIL Rehabilitation
  - IV. Schedule IV: Runway 14-32 Object Free Area Grading
- F. Major Work Items.

<b>Schedule I: Runway 14-32 Rehabilitation (80’ Width)</b>			
<b>Item No.</b>	<b>Description</b>	<b>Unit</b>	<b>Quantity</b>
C-100a	Contractor Quality Control Program (CQCP)	LS	1
C-105a	Mobilization	LS	1
P-101a	Asphalt Pavement Removal - Partial Depth	SY	40,290
P-101b	Crack Seal	LF	20,440
P-101c	Major Crack Repair	LF	9,200
P-101d	Sawcut Asphalt Pavement (1" Depth)	LF	8,500
P-152a	Overexcavation and Replacement	SY	5,750
P-401a	Asphalt Surface Course	TON	4,700
P-401b	Asphalt Leveling Course	TON	1,100
P-603a	Bituminous Tack Coat	GAL	4,000
P-620a	Temporary Airport Pavement Marking	SF	44,000

P-620b	Permanent Airport Pavement Marking, Yellow	SF	2,000
P-620c	Permanent Airport Pavement Marking, White	SF	42,000
P-620e	Pavement Marking Obliteration	SF	500

<b>Schedule II: Runway 18-36 Pavement Remarking</b>			
<b>Item No.</b>	<b>Description</b>	<b>Unit</b>	<b>Quantity</b>
C-105a	Mobilization	LS	1
P-620a	Temporary Airport Pavement Marking	SF	46,000
P-620b	Permanent Airport Pavement Marking, Yellow	SF	3,100
P-620c	Permanent Airport Pavement Marking, White	SF	42,900
P-620d	Permanent Airport Pavement Marking, Black	SF	16,630
P-620e	Pavement Marking Obliteration	SF	500

<b>Schedule III: Runway 14-32 REIL Rehabilitation</b>			
<b>Item No.</b>	<b>Description</b>	<b>Unit</b>	<b>Quantity</b>
C-105a	Mobilization	LS	1
L-108a	Install #8 AWG THWN-2, 600V, Wire	LF	13,000
L-108b	Install #8 AWG Ground Wire, 600V, Wire	LF	6,000
L-108c	Install #6 AWG Bare Copper Counterpoise, Including Ground Rods	LF	6,000
L-110a	Install 1-2" SCH 40 PVC Conduit, Direct Earth Buried (DEB)	LF	5,000
L-110b	Install 1-2" SCH 40 HDPE Conduit, Directionally Bored	LF	850
L-115a	Install L-867B Junction Box, Complete	LF	11
L-125a	Remove REIL System, Complete	EA	2
L-125b	Install L-849V, Style E, LED REIL System, Complete	EA	2

<b>Schedule IV: Runway 14-32 Object Free Area Grading</b>			
<b>Item No.</b>	<b>Description</b>	<b>Unit</b>	<b>Quantity</b>
C-105a	Mobilization	LS	1
P-152b	Unclassified Excavation	CY	965

**3. BID OPENING DATE & TIME**

- A. Date: April 30, 2026, 11:00 am (Local Time)
- B. Mailed to: Malden Regional Airport Office  
 3077 Mitchell Drive  
 Malden, MO 63863
- A. Opened at: Malden Regional Airport Office  
 3077 Mitchell Drive  
 Malden, MO 63863
- B. Bid security: 5% of bid amount – Project Manual Volume 2: Part 2.
- C. Bid proposal: Project Manual Part 2 (complete and submit all Part 2 pages).
- D. Bid Hold: 120 Days

**4. PRE-BID DISCUSSION ITEMS**

- A. A pre-bid conference is required on this project to discuss as a minimum, the following items: material requirements; submittals; Quality Control/Quality Assurance requirements; the construction safety and phasing plan including airport access and staging areas; and unique airfield paving construction requirements.



5. **DBE GOALS**

- A. 0.00% of Contract Amount.
- B. Acceptable DBE firms are not limited to firms based within the state in which the project is being constructed, however an out-of-state DBE firm must be certified in that state where the project is located before execution of the contract. Only DBE certified firms, in the project state, count toward DBE participation/goals.
- C. DBE certification documents will need to be submitted at the time of bid opening. Failure to include supporting DBE documentation with the bid proposal may result in bid non-responsiveness.
- D. If used, Contractor to ensure that the DBE company is registered on the MRCC website and is certified to perform the type of work specified in the bid.
- E. The DBE information submitted with the bid proposal cannot change during construction unless approved by MoDOT.
- F. The DBE goal will be calculated based on the full bid. Needs to meet 0% prior to bid.
- G. In light of the U.S. Department of Transportation's October 3, 2025, Interim Final Rule temporarily suspending DBE contract goals and requiring individualized determinations of disadvantage, a 0% DBE participation goal has been assigned for this project based on current federal guidance. This means there is no required DBE participation percentage for this contract. However, the DBE program remains in effect, and contractors must comply with all applicable nondiscrimination, reporting, and contract provisions.

Even when the goal is 0%, the following still apply:

- Nondiscrimination clauses, Prompt payment requirements, DBE reporting and tracking, Encouragement of DBE participation (race-neutral), Compliance with FAA / DOT DBE program rules

6. **QUALIFICATION OF BIDDERS**

- A. Qualifications shall be furnished by contractor per Project Manual Volume 1, Part 2. Each bidder shall furnish the Owner satisfactory evidence of his or her competency and financial responsibility to perform the proposed work. This includes resumes of key personnel, equipment list, and a list detailing experience on similar construction projects.
- B. Prime Contractor will be verified. Ensure that SAM registration is current prior to bid.
- C. Prime Contractor is to be in good standing with the secretary of state at least seven (7) days prior to bid opening.

7. **DISCREPANCIES AND OMISSIONS**

- A. A bidder who discovers discrepancies or omissions with the project bid documents shall immediately notify the Sponsor's Engineer of the matter. A bidder that has doubt as to the true meaning of a project requirement may submit to the Sponsor's Engineer a written request for interpretation no later than ten (10) days prior to bid opening.

8. **CRITICAL CONTRACT DATES**

- A. Notice of Award: August 2026 (estimated)  
The signature of the bidder 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: **TBD**
- C. Construction Start: Anticipated Summer 2026 or possibly Spring 2027 depending on funding availability
- D. Project Time: Refer to Project Manual Volume 1, Part 2, Section 80-08 for more information.
  - I. Total Project: 40 Calendar Days.
  - II. Schedule I: 40 Calendar Days.
  - III. Schedule II: 5 Calendar Days.
  - IV. Schedule III: 38 Calendar Days.
  - V. Schedule IV: 38 Calendar Days.

**9. BONDING**

- A. Payment Bond: Project Manual 1: Part 1, 100% of Bid Amount.
- B. Performance Bond: Project Manual 1: Part 1, 100% of Bid Amount.
- C. Warranty Bond: per Project Manual Volume 2, Part 1, 100% of Bid Amount.

**10. INSURANCE REQUIREMENTS**

- A. Refer to Project Manual Volume 1, Section 70-21.
  - Commercial General and Umbrella Liability Insurance: \$1,000,000M per occurrence/\$2,000,000 aggregate.
  - Commercial Auto and Umbrella Liability Insurance: \$500,000 per person/\$2,000,000 per occurrence.
  - Workers Compensation: \$1,000,000 each accident for bodily injury by accident/\$1,000,000 each accident for bodily injury by disease. (See addendum No. 1)

**11. BUY AMERICA BUILD AMERICA (BABA)**

- A. The Contractor is to meet the BABA requirements as listed in the BABA section in the Project Manual Volume 2, Part 2.

**12. SUBCONTRACTORS AND SUPPLIERS**

- A. The apparent Successful Bidder, and any other Bidder so requested, shall within five days after bid opening, submit to Sponsor a list of the Subcontractors or Suppliers proposed for the project. Refer to Project Manual Volume 1, Part 1 and Part 2.

**13. PROJECT DOCUMENTATION REQUIREMENTS – QUALIFICATION/PRE-QUALIFICATION REQUIREMENTS – PLEASE INCLUDE THESE REQUIRED ATTACHMENTS (VOL. 2, PG. 35)**

- A. Schedule A: Current Experience/ Project List.
  - I. Project Name, Location, Role (Prime/Sub), \$ Value of contract/subcontract, contact information for reference.

- B. Schedule B: Experience/Project List for Past 3-years.
    - I. Project Name, Location, Role (Prime/Sub), \$ Value of contract/subcontract, contact information for reference.
  - C. Schedule C: Equipment List – Available for this Project.
    - I. Make, Model, Year, Capacity
  - D. Schedule D: List of Key Personnel - Available for this Project.
    - I. Name, Title, Role, years of experience, years with firm, relevant experience in similar roles.
  - E. Schedule E: Financial Responsibility Statement
    - I. Refer to General Provisions, Section 20-02 or Proof of Current Prequalification with the State Highway Department/Division.
14. **FEDERAL WAGE RATES (DAVIS-BACON ACT)**
- A. Federal wage rates are required for this project. Refer to Project Manual Volume 1, Part 4.
  - B. Contractor and all Subcontractors are required to submit certified payrolls.
15. **ENGINEER/RESIDENT PROJECT REPRESENTATIVE (RPR) FIELD OFFICE**
- A. Required. Refer to Project Manual Volume 1, Part 2, Section 60-05 for more information.
16. **CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)**
- A. Construction Safety and Phasing Plan (CSPP) – Refer to Part 5 of the Project Manual.
  - B. The Contractor shall review and adhere to the CSPP prepared by the Engineer.
  - C. The Contractor shall submit a Safety Plan Compliance Document (SPCD) (Refer to Project Manual Volume 1) to the engineer and airport operator for approval PRIOR to the issuance of Notice to Proceed as required by FAA Advisory Circular (AC) 150/5370-2G “Operational Safety on Airports During Construction”.
  - D. Runway Closure Markers (RCMs) and Taxiway Closure Markers (TCMs) may be tarp or other approved material that can be secured to withstand wind or jetblast. Lighted RCMs will not be required for this project.
17. **ENVIRONMENTAL REQUIREMENTS**
- A. Discuss all project specific requirements for environmentally sensitive areas. Discuss protocols for working in and around these sensitive areas. Adherence to these requirements will be strictly enforced.
  - B. All changes to haul routes, staging areas, material storage areas, borrow/waste areas, and limits of disturbance will require approval by FAA Environmental.
  - C. Woolpert will submit Stormwater Pollution Prevention Plan (SWPPP) and Land Disturbance Permit.

**18. LIQUIDATED DAMAGES**

- A. Refer to Volume 1, Part 2: FAA AC 150/5370-10H General Provisions, Section 80-08 FAILURE TO COMPLETE ON TIME and Volume 1, Part 3: Special Provisions, LIQUIDATED DAMAGES.
- B. As compensation for non-use (Sponsor), the Contractor shall be assessed a liquidated damage of \$1,000/Calendar Day for each day that the work remains uncompleted beyond the contract period.
- C. As compensation for expenses incurred for unscheduled employment of the Engineer, \$2,640/Calendar Day for the construction manager, plus \$2,220/Calendar Day for each additional resident engineer plus any incurred expenses (per diem, lodging, etc.) will be charged to the Contractor for that time which exceeds the number of Calendar Days allowed in this paragraph. Further, each phase of work under the project has additional liquidated damage clauses, as outlined in Section 80-08 FAILURE TO COMPLETE ON TIME.

**19. MATERIALS/SPECIFICATIONS**

- A. Contractor to be familiar with FAA and Supplemental Technical Specifications.
- B. Local or state specifications will not be allowed.
- C. Contractor should check the gradations for P-208 and ensure that quarries can meet the gradations and all other specification requirements.
- D. P-401 Asphalt Mix for surface and leveling course – Contractor to ensure that the asphalt plant will be able to produce a mix design that meets the specification.
- E. Refer to the Project Manual Volume 3 for the specifications.
- F. The prime contractor is responsible for ensuring the material suppliers are able to meet the specification requirements prior to submitting bids.

**20. MISCELLANEOUS**

- A. Airport Security – Badging is NOT required for this project. (Addendum #1)
- B. Airport Driving – The airport will not require driver safety training class. (Addendum #1)
- C. Review Construction Layout and Safety Drawing. Sheet No.: GS002– note the Staging Area & Airport Access gate.
- D. Review Construction Layout Phase I and Phase Ia (GS003 thru GS007) – the contractor shall install flasher barricades around the perimeter of the construction site bordering the airfield to isolate the contractor from aircraft.
- E. Runway and taxiway closure markers to be provided by the Contractor.
- F. Contractor shall stay within project boundaries.
- G. Radios for the project to be provided by Contractor. See CSPP Page 8m Section 5.2.9.
- H. State Sales & Use Tax Exempt – See Project Manual Volume 1: Part 3 for clarification – exempt.
- I. Quality Assurance testing will be completed by QA Firm under the direction of the Engineer. The Quality Control testing and Quality Assurance testing shall be completed by separate firms.
- J. Quality Control by Contractor – See Section C-100 of Technical Specifications.
- K. Contractor to submit a Contractor Quality Control Program (CQCP). See Section C-100.

- L. Survey requirements. Pre-construction survey, spot elevations, as-built. Refer to Project Manual Volume 1, Part 2, Section 50-07.
  - I. Two weeks prior to start of construction, the contractor shall provide the engineer with 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 C-105. Pre-construction survey shall be performed by a state licensed land surveyor. See section 50 of the project manual for additional survey information. Contractor is responsible for submitting survey verification for pre-construction survey, bottom of mill, and top of asphalt.
- M. Water availability – The Contractor is required to obtain a water meter from the City of Malden Water Division for access to construction water from an on airport location. A water source on airport property and the price of water will be coordinated at the time of bidding. Refer to General Notes, Sheet No. G003, Site Access and Staging.
- N. Questions will only be taken via written format Woolpert, Inc. bid.info@woolpert.com and (cc:tim.rhoades@woolpert.com) until April 23, 2026, 6:00 P.M. (CST).
- O. Permanent Pavement Striping on Runway 14/32 – 30 day wait period.

21. **ADDENDUM UPDATE**

- A. Addendum No. 1 issued.
- B. Addendum No. 2 to be issued

22. **QUESTIONS / ANSWERS**

**Q: Is the price of water static through the process of the bid hold?**

**A: The price of water is a flat rate per gallon. Fire hydrant is located by red circle on plan sheet.**

**Q: To complete survey, does the runway need to be fully closed or just use radios?**

**A: Runway 14/32 can be closed with a NOTAM. Survey should be completed well in advance of construction commencing.**

**Q: Will the QA firm be using a mobile lab at the site or transporting samples back to a lab?**

**A: We typically use TSI Geotechnical out of St. Louis. It is probable that they are the closest accredited lab. They will likely transfer samples back to their St. Louis lab. Other possible QA firms to use: Palmerton & Parish or Millenia. Woolpert to research Quality assurance laboratories that are within closer proximity to the project.**

**Q: Is the noted stockpile just for millings or also for excavated dirt?**

A: A waste area is needed for what is removed from Schedule IV. Per David, there is an area behind the old golf course where dirt could be wasted. When viewing Plan Sheet GS002, the waste site is located between the blue schedule IV box and the orange schedule III box.

Q: Who is retaining the millings?

A: Sponsor.

Q: Will the water price be sent out once it's confirmed?

A: Yes.

Q: Is there an option for AC index, as is typically granted in MoDOT projects, due to the price volatility of asphalt.

A: (Tom Powers, MoDOT): The FAA does not have a provision for this, and it is unallowed.

Q: Is asphalt saw-cutting necessary for these specific project conditions on either side of the runway?

A: Upon closer examination of the current pavement conditions, roto-mill operations will most likely accomplish the same results desired. The P-101d saw-cutting item will be removed from the project by addendum.

Q: Regarding Major crack repair, ASTM 8260. MoDOT has denied its use due to not being FAA approved. Inquirer indicated that this question would be submitted via email (no email received after pre-bid conference).

Q: In reference to the specification regarding seeding/strawing - concerning the draughts Malden has experienced through the summer and early fall. Will the lack of grass growth due to draught conditions/seasonal timing of the project prevent payment? Inquirer indicated that this question would be submitted via email (no email received after pre-bid conference).

## 23. PROJECT SITE TOUR



**Pre-Bid Meeting Sign In**

**Meeting Location:** Malden Regional Airport Conference Room  
**Date:** Thursday, April 16, 2026  
**Time:** 10:00 AM (CST)

**Project Name:** Runway 14-32 Rehabilitation  
**MoDOT Project #:** 26-079A-1

Name	Company	Telephone No.	E-mail
Tara Smothers	City of Malden	(573) 276-2279	TaraSmothers@maldenmo.com
Tom Powers (via Teams call)	MoDOT		Thomas.Powers@modot.mo.gov
Tim Rhoades	Woolpert	(303) 947-5647	Tim.Rhoades@woolpert.com
Kevin Scherr (via Teams call)	Woolpert	(720) 628-3530	Kevin.Scherr@woolpert.com
Shelby Eagen (via Teams call)	Woolpert		Shelby.Eagen@woolpert.com
David Blalock (via Teams call)	Smith & Co.	(573) 872-4635	DavidB@shsmithco.com
Brian Becker (via Teams call)	Custom Pavement		Brian@custompavement.com
Todd Bruening	PLM (Parking Lot Maintenance)	(314) 323-7325	Todd@ParkingLM.com
Cecilia Cain	Apex Paving	(573) 382-0542	CCain@deltacos.com
Jimmy Pletka	Black Diamond Paving	(636) 208-8419	Jimmy@pavingproslc.com
Rodger Williams	Alliance	(573) 718-8182	RWilliams@alliancecontractorsinc.com



**BOARD OF PUBLIC WORKS**  
**Current Water/Sewer Rates as per Ordinances #3018**  
**Effective April 2026**

**WATER RATES / RESIDENTIAL**

MONTHLY MIN CHARGE UP TP 2,000 GALS	\$16.84
MONTHLY MIN CHARGE UP TO 2,000 GALS / RES OUT	\$24.10
NEXT 4,500 GALLONS	\$5.46 PER 1,000 GALLONS USED
NEXT 5,000 GALLONS	\$4.71 PER 1,000 GALLONS USED
NEXT 10,000 GALLONS	\$3.85 PER 1,000 GALLONS USED
OVER 21,500 GALLONS	\$3.40 PER 1,000 GALLONS USED

**SEWER RATES / RESIDENTIAL**

MONTHLY MIN CHARGE UP TO 2,000 GALS	\$23.45
MONTHLY MIN CHARGE UP TO 2,000 GALS / RES OUT	\$33.72
NEXT 4,500 GALLONS	\$7.33 PER 1,000 GALLONS USED
NEXT 5,000 GALLONS	\$6.18 PER 1,000 GALLONS USED
NEXT 2,500 GALLONS	\$5.00 PER 1,000 GALLONS USED

**\*\*\*\*\*EFFECTIVE OCTOBER 1, 2010\*\*\*\*\*RESIDENTIAL SEWER CAPPED AT 14,000 GALLONS\*\*\*\*\***

**WATER RATES / COMMERCIAL**

MONTHLY MIN CHARGE UP TO 2,500 GALS	\$24.71
MONTHLY MIN CHARGE UP TO 2,500 GALS / COM OUT	\$31.97
NEXT 4,000 GALLONS	\$5.46 PER 1,000 GALLONS USED
NEXT 5,000 GALLONS	\$4.71 PER 1,000 GALLONS USED
NEXT 10,000 GALLONS	\$3.85 PER 1,000 GALLONS USED
OVER 21,500 GALLONS	\$3.40 PER 1,000 GALLONS USED

**SEWER RATES / COMMERCIAL**

MONTHLY MIN CHARGE UP TO 2,500 GALS	\$34.61
MONTHLY MIN CHARGE UP TO 2,500 GALS / COM OUT	\$44.88
NEXT 4,000 GALLONS	\$7.33 PER 1,000 GALLONS USED
NEXT 5,000 GALLONS	\$6.18 PER 1,000 GALLONS USED
NEXT 10,000 GALLONS	\$5.39 PER 1,000 GALLONS USED
OVER 21,500 GALLONS	\$4.34 PER 1,000 GALLONS USED

**ADDITIONAL FEES**

**\*RESIDENTIAL & COMMERCIAL SEWER DEBT FEE \$.000432 PER 1,000 GALLONS – BASED ON WATER USAGE  
(capped at 14,000 gallons – Residential Only) \***

**\*\*WATER CAPITAL IMPROVEMENT FEE \$2.50 PER 1,000 GALLONS FOR ALL USERS - (\$2.50 MIN CHARGE 0-1,000 GALLONS)  
(capped at 14,000 gallons – Residential Only) \***