

ADDENDUM NO. 1

June 18, 2024

DEXTER MUNICIPAL AIRPORT
Rehabilitate Runway 18/36
Project No. 24-076A-1

CONTENTS

COVER	PAGE 1
ADDENDUM NO. 1 TEXT	PAGE 2
REVISED PLAN SHEETS	2 PAGES
PORTION OF MODOT PAVEMENT REPORT (FOR REFERENCE ONLY)	5 PAGES
<u>PRE-BID MEETING MINUTES & SIGN-IN SHEET</u>	<u>5 PAGES</u>
TOTAL ADDENDUM NO. 1	14 PAGES



06/18/2024

DATE: June 18, 2024

ADDENDUM NO. 1

**DEXTER MUNICIPAL AIRPORT
Rehabilitate Runway 18/36
Project No. 24-076A-1**

TO: All Plan Holders of Record

The following addendum items modify, change, 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.

Item No. 1 – Plan Sheets

Plan Sheet No. 3, Scope of Work

Delete: Plan Sheet No. 3

Insert: Plan Sheet No. 3 (Revised per Addendum 1), attached

Clarification: The locations of the proposed millings stockpiles have been updated.

Plan Sheet No. 4, Construction Safety Plan

Delete: Plan Sheet No. 4

Insert: Plan Sheet No. 4 (Revised per Addendum 1), attached

Clarification: The locations of the proposed millings stockpiles have been updated.

Plan Sheet No. 7, Typical Sections

Add: Enclosed for reference only is a portion of the Missouri Airport Pavement Management Report from October 2021 prepared by Applied Pavement Technology through MoDOT Aviation. Included with this portion of the report is a work history of each section of the airport's pavements, which indicate a general approximation of the pavement section/ thickness. Please note that the geotechnical report included in the Project Manual has pavement thickness cores that differ from the information included in this report for the runway pavement sections, so bidders are hereby advised that this is being provided for general reference and should not be construed as verified pavement sections for any of the airfield pavements.

Item No. 2 – Meeting Minutes and Sign-In Sheet

The minutes and sign-in sheet to the Pre-Bid Meeting, held on June 11, 2024, are attached.

End of Addendum 1 Text.



DEXTER MUNICIPAL AIRPORT
DEXTER, MO 63841
PHONE: (573) 421-6609



Barry S. Stolz
Barry S. Stolz, P.E. - Engineer
MO # PE-2012028386

DATE SIGNED: 5/28/2024 LICENSE EXPIRES: 12/31/2024

REHABILITATE RUNWAY 18/36

Project 22A0146D

Dexter Municipal Airport
Dexter, Stoddard Co., MO

NO.	DATE	DESCRIPTION
△	06/17/24	UPDATE STOCKPILE
		JRH JRH BSS
		DES DWN REV

ISSUE: MAY 28, 2024

PROJECT NO: 22A0146D

CAD FILE: G-003-SOW.DWG

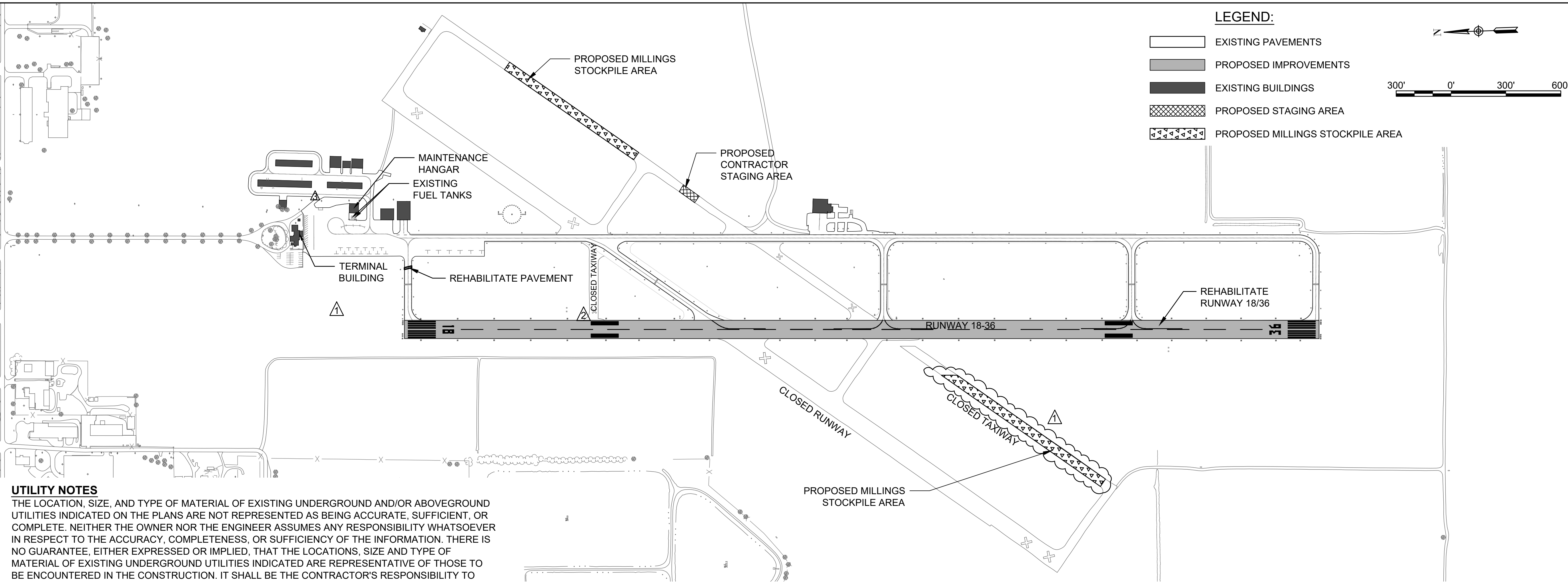
DESIGN BY: JRH 02/15/2024

DRAWN BY: AJL 02/16/2024

REVIEWED BY: BSS 5/24/2024

SHEET TITLE

SCOPE OF WORK



UTILITY NOTES

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT, OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF ITS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND THE RESIDENT PROJECT REPRESENTATIVE SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT MOCS (MISSOURI ONE CALL SYSTEM) FOR UTILITY INFORMATION, PHONE: 1-800-344-7483 OR 811. CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER, CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND LOCATED BY THE FAA. ALSO CONTACT AIRPORT MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.

SURVEY NOTES

- ALL COORDINATE VALUES SHOWN IN TABLE ARE BASED ON MISSOURI STATE PLANE - EAST ZONE NAD-83 (1997).
- VERTICAL ELEVATION DATA IS BASED ON NAVD-88 DATUM.
- PROTECT CONTROL POINTS/MONUMENTS DURING CONSTRUCTION.

CONTROL POINT DATA				
NO.	DESCRIPTION	NORTHING	EASTING	ELEVATION
△	NGS- DEXTPORT PID:GD1884	346296.210	984028.796	303.641
△	NGS- DEXPORT AZ MK PID:GD1885	344946.443	983965.568	299.000
△	AIRPORT BEACON PID:GD:1856	346395.354	984654.903	

CALL OR CLICK BEFORE YOU DIG
1-800-DIG-RITE or 811
1-800-344-7483

MISSOURI ONE CALL SYSTEM
motcall.com

M.O.C.S. INFORMATION
COUNTY.....STODDARD
CITY.....DEXTER
ADDRESS.....DEXTER MUNICIPAL AIRPORT
301 E. STODDARD ST.
DEXTER, MO 63841

GENERAL NOTES

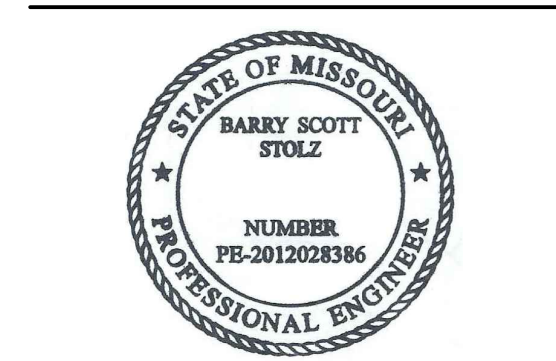
- THE SCOPE OF WORK SHEET IS INTENDED ONLY AS A GENERAL DESCRIPTION OF WORK ITEMS AND THEIR APPROXIMATE LOCATIONS AND LIMITS. FOR THE PURPOSE OF UNDERSTANDING THE SCOPE OF THE PROJECT. THIS SHEET SHALL NOT BE USED AS A CONSTRUCTION PLAN. REFER TO THE FOLLOWING PLAN SHEETS FOR DETAILED CONSTRUCTION REQUIREMENTS, LOCATIONS, AND ITEMS OF WORK.
- THIS PROJECT CONSISTS OF REHABILITATING RUNWAY 18-36. THIS PROJECT INCLUDES MILLING, BITUMINOUS PAVEMENT, PAVEMENT MARKING, CRACK REPAIR, AND MINOR PATCHING.
- THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIAL, EQUIPMENT, AND TRANSPORTATION NECESSARY TO CONSTRUCT ALL ELEMENTS OF THE PROJECT AS DESCRIBED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.
- THE RULES, REGULATIONS, AND SPECIFICATIONS ENUMERATED HEREIN SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS. THEY SHALL NOT PROHIBIT THE CONTRACTOR FROM FURNISHING AND INSTALLING HIGHER GRADES OF MATERIAL THAN ARE SPECIFIED HEREIN.
- THE CONTRACTOR IS NOT PERMITTED TO USE THE AIRPORT ENTRANCE DRIVE AND AUTO PARKING LOT FOR MATERIAL AND EQUIPMENT HAULING OR STORAGE. THE CONSTRUCTION ENTRANCE AS SHOWN ON THE PROPOSED SAFETY AND PHASING PLAN WILL BE THE PRIMARY ACCESS TO THE PROPOSED CONSTRUCTION SITE. ALL HAULING OF MATERIALS AND EQUIPMENT SHALL BE RESTRICTED TO THE DESIGNATED CONSTRUCTION ENTRANCE.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT, PRESERVE, AND REPAIR THE EXISTING AIRFIELD AND ROADWAY PAVEMENTS AT ALL TIMES. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING ELECTRICAL, DRAINAGE, AND PAVEMENT STRUCTURES AT NO ADDITIONAL COST TO THE CONTRACT. ANY DAMAGE TO FAA CABLES, ACCESS ROADS OR TO FAA FACILITIES DURING CONSTRUCTION WILL REQUIRE THE CONTRACTOR TO REPLACE THE DAMAGED CABLES. ACCESS ROAD OR FAA FACILITIES TO FAA REQUIREMENTS AT THE CONTRACTOR'S EXPENSE. SPLICING OF CABLES IS NOT AN ACCEPTABLE FORM OF REPAIR.
- NO EQUIPMENT SHALL BE PERMITTED TO CROSS OR USE ANY EXISTING PAVEMENT OUTSIDE THE CONSTRUCTION LIMITS, GENERAL PROJECT AREA OR HAUL ROUTE.
- CONTRACTOR IS REQUIRED TO PROVIDE THEIR OWN RESTROOM FACILITIES.
- UNLESS OTHERWISE NOTED, ALL DISTURBED AREAS OUTSIDE OF THE PROPOSED CONSTRUCTION LIMITS SHALL BE GRADED, SEEDED AND/OR HYDROMULCH SEEDED AT NO ADDITIONAL COST TO THE CONTRACT.
- ALL INORGANIC NON-TREE WASTE MATERIAL/DEBRIS FOUND WITHIN THE CLEARING AREAS SHALL BE HAULED FROM THE AIRPORT AND PROPERLY DISPOSED OF UNLESS OTHERWISE SPECIFIED HEREIN.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FOR HAULING ON PUBLIC ROADS, AS APPLICABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY DAMAGES TO ANY PAVEMENTS (PUBLIC OR PRIVATE) CAUSED BY HIS/HER CONSTRUCTION EQUIPMENT OR PERSONNEL.
- THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT PROJECT REPRESENTATIVE SO THEY MAY DEVELOP ONE SET OF REDLINED AS-BUILT DRAWINGS AT THE COMPLETION OF THE PROJECT.
- CONTRACTOR SHALL NOTE THAT ALL AREAS WITHIN THE AIRPORT PROPERTY LINE AND OUTSIDE THE CONSTRUCTION LIMITS MAY BE USED FOR AGRICULTURAL PURPOSES. THE CONSTRUCTION LIMITS SHALL BE RESTRICTED TO AREAS THAT ARE ABSOLUTELY NECESSARY TO DISTURB TO COMPLETE THE REQUIRED WORK ITEMS. LIMITS SHALL BE COORDINATED WITH THE RESIDENT PROJECT REPRESENTATIVE PRIOR TO BEGINNING ANY WORK. ALL AREAS WHICH HAVE BEEN FARMED AND OR DESIGNATED TO BE FARMED AFTER THE PROJECT COMPLETION, AND HAVE BEEN DISTURBED BY CONSTRUCTION ACTIVITY, SHALL BE CHISEL PLOWED (36" MAX.) OR OTHERWISE SCARIFIED TO RETURN THE AREA TO A REASONABLE TILLABLE CONDITION (IF SO PERMITTED BY THE AIRPORT MANAGER.)
- CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITION ALL GRASS, STONE, OR PAVEMENT DISTURBED BY CONTRACTOR'S CONSTRUCTION OPERATIONS, STAGING, AND CONSTRUCTION ACCESS ROUTES. DISTURBED AREAS TO BE REPAIRED, GRADED, AND SEEDED AND MULCHED UNLESS OTHERWISE NOTED. STAGING AREA AND SITE ACCESS RESTORATION SHALL BE INCLUDED IN THE COST OF THE PROJECT PAY ITEMS.
- THE PROJECT PAY ITEMS ARE INTENDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS. ALL INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT TO THE SATISFACTION OF THE RESIDENT PROJECT REPRESENTATIVE IS TO BE INCLUDED IN THE COSTS OF PERFORMING THESE ITEMS.
- APPROXIMATE LOCATIONS OF ABOVEGROUND AND UNDERGROUND UTILITIES ARE SHOWN THROUGHOUT THESE PLANS. THE CONTRACTOR SHALL DETERMINE EXACT LOCATIONS AND PROTECT THESE UTILITIES DURING CONSTRUCTION. ANY UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL COORDINATE WITH THE PROPER PERSONS FOR THE PURPOSE OF LOCATING AND PROTECTING EXISTING UTILITIES.
- THE CONTRACTOR MUST AT ALL TIMES MAINTAIN PROPER DRAINAGE FOR ALL AREAS AFFECTED BY THEIR WORK.

FOR BID



DEXTER MUNICIPAL AIRPORT
DEXTER, MO 63841
PHONE: (573) 421-6609



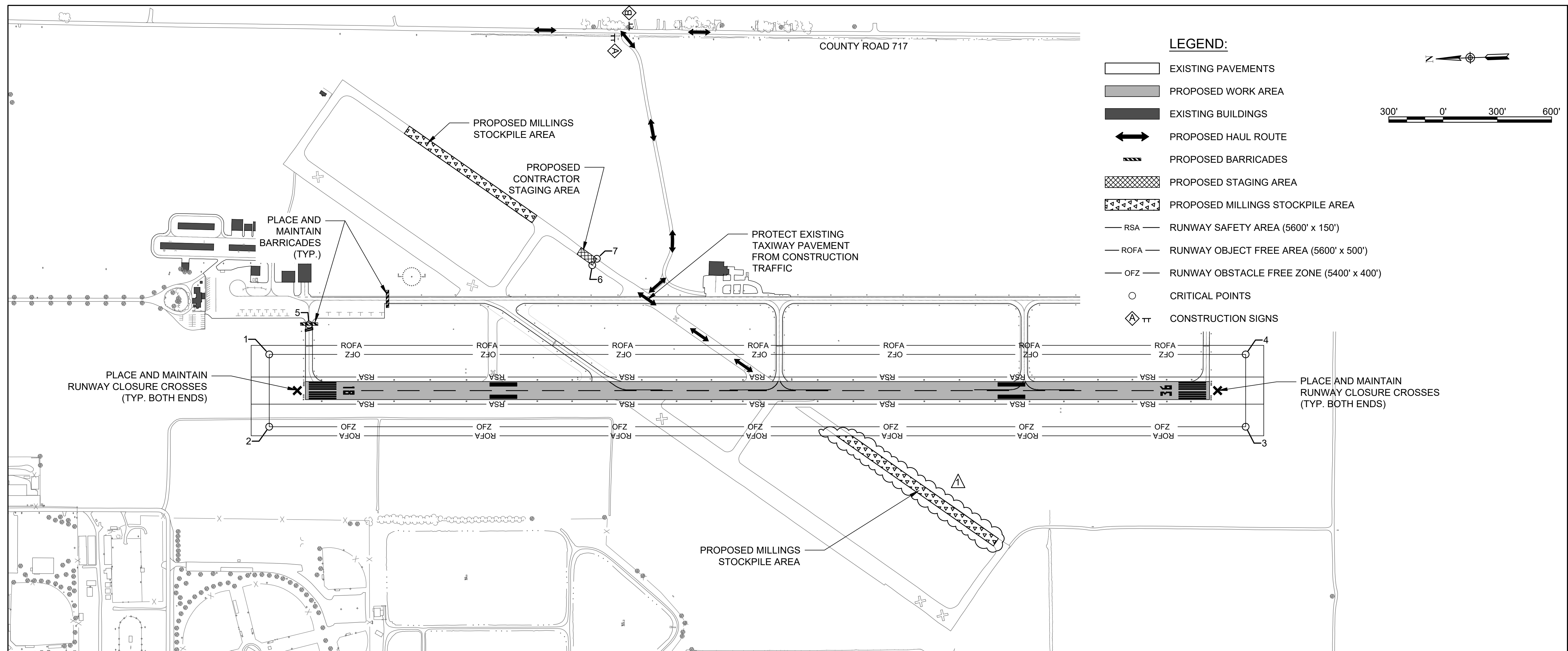
Barry S. Stolz, P.E. - Engineer
MO # PE-2012028386

DATE SIGNED: 5/28/2024 LICENSE EXPIRES: 12/31/2024

REHABILITATE RUNWAY 18/36

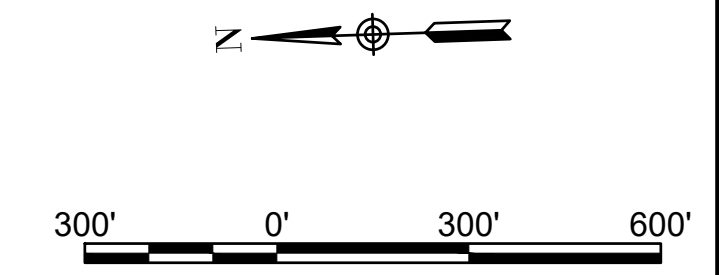
Project 22A0146D

Dexter Municipal Airport
Dexter, Stoddard Co., MO



LEGEND:

- EXISTING PAVEMENTS
- PROPOSED WORK AREA
- EXISTING BUILDINGS
- PROPOSED HAUL ROUTE
- PROPOSED BARRICADES
- PROPOSED STAGING AREA
- PROPOSED MILLINGS STOCKPILE AREA
- RSA — RUNWAY SAFETY AREA (5600' x 150')
- ROFA — RUNWAY OBJECT FREE AREA (5600' x 500')
- OFZ — RUNWAY OBSTACLE FREE ZONE (5400' x 400')
- CRITICAL POINTS
- △ TT CONSTRUCTION SIGNS



CRITICAL POINT TABLE

NO.	DESCRIPTION	LATITUDE	LONGITUDE	ELEV. (FT)	EQUIP. HEIGHT (FT)	MAX ELEV. (FT)
1	CONSTRUCTION LIMITS	N036° 46' 58.13"	W089° 56' 24.98"	302'	25'	327'
2	CONSTRUCTION LIMITS	N036° 46' 58.26"	W089° 56' 29.90"	303'	25'	328'
3	CONSTRUCTION LIMITS	N036° 46' 04.89"	W089° 56' 32.08"	294'	25'	319'
4	CONSTRUCTION LIMITS	N036° 46' 04.76"	W089° 56' 27.16"	293'	25'	318'
5	CONSTRUCTION EQUIPMENT	N036° 46' 55.90"	W089° 56' 23.04"	299'	25'	324'
6	STAGING AREA	N036° 46' 40.31"	W089° 56' 19.64"	296'	25'	321'
7	STAGING AREA	N036° 46' 40.05"	W089° 56' 19.22"	295'	25'	320'

DXE CTAF/UNICOM FREQUENCY = 122.70 MHZ

SAFETY PLAN NOTES

1. THE MAINTENANCE OF TRAFFIC DEVICES AND HAUL ROUTES SHALL REMAIN CONSISTENT WITH THOSE DEPICTED ON THESE SAFETY PLANS.
2. AT ALL TIMES, THE CONTRACTOR'S OPERATIONS SHALL BE SUCH AS TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS.
3. ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY. CONTRACTOR TO YIELD TO AIRPORT VEHICLES AND REMAIN CLEAR AT ALL TIMES.
4. ALL ACTIVE AIRFIELD PAVEMENTS SHALL BE KEPT CLEAN AND FREE OF DEBRIS AT ALL TIMES DURING CONSTRUCTION.
5. FLAGPERSONS AND/OR ESCORTS MAY BE NECESSARY TO ENSURE PROPER CONTROL OF CONSTRUCTION VEHICLE TRAFFIC ACROSS ACTIVE AIRFIELD PAVEMENTS. COSTS OF SUCH CONTROL SHALL BE INCIDENTAL TO THE PROJECT.
6. ALL ACCESS ROUTES SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AS AN INCIDENTAL COST TO THE CONTRACT, INCLUDING ANY SEEDING/MULCHING NECESSARY TO RESTORE TURF. THE CONTRACTOR IS RESPONSIBLE FOR IMMEDIATELY INSPECTING AND CLEANING ANY PAVEMENTS USED. NO HEAVY EQUIPMENT OR CONTINUOUS HAULING OPERATIONS WILL BE ALLOWED ON AIRFIELD PAVEMENTS, ESPECIALLY DURING TIMES OF SPRING THAW OR OTHER CONDITIONS WHERE WEAK SUBGRADE CONDITIONS MAY BE PRESENT.
7. ALL CONTRACTOR PERSONNEL SHALL HAVE IDENTIFICATION MAKING IT OBVIOUS THEY ARE A MEMBER OF THE CONSTRUCTION CREW. THE CONTRACTOR, HIS EMPLOYEES AND EQUIPMENT SHALL BE RESTRICTED TO THE PROJECT AREAS.
8. IT IS THE RESPONSIBILITY OF THE AIRPORT MANAGER TO ISSUE ALL NOTAMS REQUIRED THROUGHOUT THE CONTRACT TIME.
9. IF CONSTRUCTION ACTIVITIES DISRUPT WILDLIFE THAT MAY POSE A SAFETY RISK TO AIRCRAFT OPERATIONS THE CONTRACTOR SHALL NOTIFY THE AIRPORT MANAGER.
10. UNLESS SPECIFIED OTHERWISE, COST FOR THE ABOVE IS TO BE CONSIDERED INCIDENTAL TO THE PROJECT, AND NO SEPARATE PAYMENT SHALL BE MADE.
11. REFER TO THE FOLLOWING SAFETY NOTES AND DETAIL SHEETS FOR ADDITIONAL CONSTRUCTION SAFETY INFORMATION.

WORK AREA NOTES

1. PHASE 1 INCLUDES THE REHABILITATION OF RUNWAY 18-36. THIS SHALL INCLUDE A 2" MILL OF THE PAVEMENT SURFACE, CRACK SEALING, MINOR PATCHING, AND A 2" ASPHALT OVERLAY. RUNWAY 18-36 AND CONNECTING TAXIWAYS WILL BE CLOSED FOR THE DURATION OF ALL WORK IN THIS AREA. THE CONTRACTOR SHALL BE ALLOWED A MAXIMUM OF 21 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK IN PHASE 1.
2. PHASE 2 INCLUDES THE PERMANENT PAVEMENT MARKING OF RUNWAY 18-36 FOLLOWING THE REQUIRED 30 DAY (MINIMUM) CURING PERIOD. RUNWAY 18-36 AND CONNECTING TAXIWAYS WILL BE CLOSED FOR THE DURATION OF ALL WORK IN THIS AREA. THE CONTRACTOR SHALL BE ALLOWED A MAXIMUM OF 3 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK IN PHASE 2.
3. A PERIOD OF 30 CALENDAR DAYS (MINIMUM) SHALL ELAPSE BETWEEN THE FINAL PLACEMENT OF THE BITUMINOUS SURFACE COURSE AND THE PLACEMENT OF PERMANENT PAINT MARKINGS. IF THERE ARE NO REMAINING WORK ITEMS BESIDES THE PERMANENT PAINT MARKINGS, THE OVERALL CONTRACT TIME WILL BE SUSPENDED AND WILL RESUME FOR THE PAINT WORK.
4. CONTRACTOR SHALL PROTECT ALL EXISTING AIRPORT PAVEMENTS WHEN ENTERING AND EXITING THE SITE. REFER TO SAFETY PLAN NOTE 6 ON THIS SHEET FOR ADDITIONAL INFORMATION.
5. CLOSURE CROSSES AND BARRICADES SHALL BE IN PLACE PRIOR TO BEGINNING CONSTRUCTION.
6. AT ALL TIMES, THE CONTRACTOR'S OPERATIONS SHALL BE SUCH AS TO MINIMIZE CLOSURES.
7. RUNWAY 18-36 SHALL BE NOTAMED "CLOSED" WHENEVER WORK IS OCCURRING WITHIN 200' OF THE RUNWAY CENTERLINE.
8. ALL EQUIPMENT MUST BE LOWERED WHEN NOT IN USE OR IN TRANSIT AND MAY NOT BE LEFT WITHIN 200' OF THE RUNWAY CENTERLINE, EXTENDED.

SAFETY PLAN COMPLIANCE DOCUMENT

1. PRIOR TO THE ISSUANCE OF A CONSTRUCTION NOTICE-TO-PROCEED (NTP), THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING A SAFETY PLAN COMPLIANCE DOCUMENT IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G, PARAGRAPH 2.4.2, OR EQUIVALENT SECTION IN SUBSEQUENT/CURRENT ISSUE. THE AIRPORT MANAGER SHALL APPROVE THIS DOCUMENT AND SUBMIT TO THE ENGINEER FOR APPROVAL PRIOR TO THE NTP ISSUANCE.

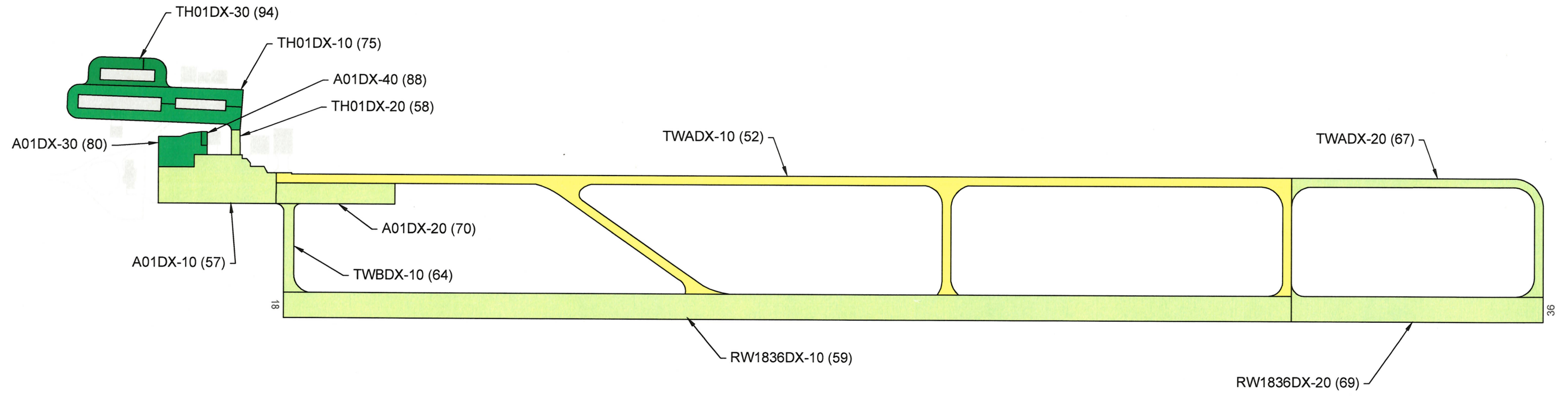
NO.	DATE	DESCRIPTION
△	6/17/24	UPDATE STOCKPILE
		JRH JRH BSS
		DES DWN REV

ISSUE: MAY 28, 2024
PROJECT NO: 22A0146D
CAD FILE: G-004-SFY.DWG
DESIGN BY: JRH 02/15/2024
DRAWN BY: AJL 02/20/2024
REVIEWED BY: BSS 5/24/2024

SHEET TITLE

CONSTRUCTION SAFETY PLAN

FOR BID



LEGEND

- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- PCI VALUE
- SECTION BREAK LINE

PAVEMENT CONDITION INDEX

100	REPAIR
85	PREVENTIVE MAINTENANCE
70	MAJOR REHABILITATION
55	RECONSTRUCTION
40	
25	
10	
0	

applied pavement TECHNOLOGY
 115 W. Main Street, Suite 400
 Urbana, IL 61801
 Tel: (217) 398-3977
 Fax: (217) 398-4027

EDSI
 ENGINEERING DESIGN SOURCE, INC.
 10141 SWINLEY RIDGE RD., SUITE 300
 CHESTERFIELD, MO 63017

AGENCY: Missouri Department of Transportation			
LOCATION: DEXTER MUNICIPAL AIRPORT Dexter, Mo.			
PAGE TITLE: PAVEMENT CONDITION INDEX MAP			
PROJECT DATE: OCT. 2020	CREATION DATE: OCT. 2020	PROJECT MANAGER: LJR	JOB NUMBER: 2018-002-AM03
DRAWING SCALE: 1"=400'	LAST MODIFIED DATE: JUN. 2021	REVISED BY: JBH	DRAWN BY: GDO
FILENAME: Dexter.dwg		LAYOUT NAME/NUMBER: PCI	FIGURE: 8

Date:06/22/2021

Work History Report

1 of 4

Pavement Database:MO2020

Network: DEXTER Branch: A01DX (APRON 01) Section: 10 Surface: AAC
 L.C.D.: 06/01/1993 Use: APRON Rank: P Length: 468.00 Ft Width: 192.00 Ft True Area: 76,830.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/02/2013	SS-SC	Surface Seal - Seal Coat	\$0	0.00	False	MO-623
11/01/2013	CS-AC	Crack Sealing - AC	\$0	0.00	False	-
06/01/2002	ST-SS	Surface Treatment - Slurry Seal	-	-	False	estimated
06/01/1993	OL-AS	Overlay - AC Structural	-	2.50	True	-
06/01/1972	OL-AS	Overlay - AC Structural	-	2.00	True	Extended to the west : 10" P208, 2" P401)
06/02/1940	NC-AC	New Construction - AC (Major	-	2.00	True	-
06/01/1940	BA-AG	Base Course - Aggregate (Laye	-	7.00	False	-

Network: DEXTER Branch: A01DX (APRON 01) Section: 20 Surface: AC
 L.C.D.: 08/03/2007 Use: APRON Rank: P Length: 465.00 Ft Width: 83.00 Ft True Area: 38,569.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/01/2013	SS-SC	Surface Seal - Seal Coat	\$0	0.00	False	MO-623 SEAL COAT
08/03/2007	NC-AC	New Construction - AC	\$0	5.50	True	MO-401F; AC SURFACE COURSE
08/02/2007	BA-AG	Base Course - Aggregate	\$0	6.00	False	MO-209; CRUSHED AGG. BASE
08/01/2007	SG-CO	Subgrade - Compacted	\$0	6.00	False	COMPACTED SUBGRADE 95% MAX DENSITY

Network: DEXTER Branch: A01DX (APRON 01) Section: 30 Surface: AC
 L.C.D.: 11/02/2013 Use: APRON Rank: P Length: 195.00 Ft Width: 120.00 Ft True Area: 21,145.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/03/2013	SS-SC	Surface Seal - Seal Coat	\$0	0.00	False	MO-623 SEAL COAT
11/02/2013	NC-AC	New Construction - AC	\$0	5.50	True	5.5" BP-1 BIT MIXTURE; SMALL PORTION WAS 0-2" MILL/2" OVERLAY
11/01/2013	BA-AG	Base Course - Aggregate	\$0	6.00	False	6" TYPE 5 CAB

Network: DEXTER Branch: A01DX (APRON 01) Section: 40 Surface: PCC
 L.C.D.: 04/01/2017 Use: APRON Rank: P Length: 55.00 Ft Width: 23.00 Ft True Area: 1,265.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
04/01/2017	CR-PC	Complete Reconstruction - PCC	\$0	0.00	True	DATE PER AIRPORT MANAGER
11/03/2013	SS-SC	Surface Seal - Seal Coat	\$0	0.00	False	MO-623 SEAL COAT
11/02/2013	NC-AC	New Construction - AC	\$0	5.50	True	5.5" BP-1 BIT MIXTURE; SMALL PORTION WAS 0-2" MILL/2" OVERLAY
11/01/2013	BA-AG	Base Course - Aggregate	\$0	6.00	False	6" TYPE 5 CAB

Network: DEXTER Branch: RW1836DX (RUNWAY 18-36) Section: 10 Surface: AAC
 L.C.D.: 06/01/1993 Use: RUNWAY Rank: P Length: 3,993.00 Ft Width: 100.00 Ft True Area:399,300.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/03/2013	SS-SC	Surface Seal - Seal Coat	\$0	0.00	False	MO-623 SEAL COAT
11/02/2013	CS-AC	Crack Sealing - AC	\$0	0.00	False	CRACK REPAIRS
11/01/2013	PA-AS	Patching - AC Shallow	\$0	2.00	False	MO-401; 5000 SQFT MILL AND OVERLAY
08/02/2007	SS-SC	Surface Seal - Seal Coat	\$0	0.00	False	-
08/01/2007	CS-AC	Crack Sealing - AC	\$0	0.00	False	CRACK REPAIRS
06/01/1993	OL-AS	Overlay - AC Structural	-	1.50	True	-
06/01/1972	OL-AS	Overlay - AC Structural	-	2.00	True	-
06/02/1940	NC-AC	New Construction - AC (Major	-	2.00	True	-
06/01/1940	BA-AG	Base Course - Aggregate (Laye	-	6.00	False	-

Date:06/22/2021

Work History Report

2 of 4

Pavement Database:MO2020

Network: DEXTER Branch: RW1836DX (RUNWAY 18-36) Section: 20 Surface: AC
 L.C.D.: 08/03/2007 Use: RUNWAY Rank: P Length: 1,007.00 Ft Width: 100.00 Ft True Area:101,237.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/01/2013	SS-SC	Surface Seal - Seal Coat	\$0	0.00	False	MO-623
08/03/2007	NC-AC	New Construction - AC	\$0	5.50	True	MO-401F; AC SURFACE COURSE
08/02/2007	BA-AG	Base Course - Aggregate	\$0	6.00	False	MO-209; CRUSHED AGG. BASE
08/01/2007	SG-CO	Subgrade - Compacted	\$0	6.00	False	COMPACTED SUBGRADE 95% MAX DENSITY

Network: DEXTER Branch: TH01DX (T-HANGAR 01) Section: 10 Surface: AAC
 L.C.D.: 06/01/2002 Use: THANGAR Rank: P Length: 1,400.00 Ft Width: 45.00 Ft True Area: 67,477.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/01/2013	SS-SC	Surface Seal - Seal Coat	\$0	0.00	False	MO-623
06/01/2002	OL-AS	Overlay - AC Structural	-	-	True	estimated date
06/01/1993	OL-AS	Overlay - AC Structural	-	2.50	True	estimated date
06/02/1972	NC-AC	New Construction - AC (Major	-	2.00	True	-
06/01/1972	BA-AG	Base Course - Aggregate (Laye	-	10.00	False	-

Network: DEXTER Branch: TH01DX (T-HANGAR 01) Section: 20 Surface: AAC
 L.C.D.: 06/01/1993 Use: THANGAR Rank: P Length: 100.00 Ft Width: 35.00 Ft True Area: 3,451.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/02/2013	SS-SC	Surface Seal - Seal Coat	\$0	0.00	False	MO-623
11/01/2013	CS-AC	Crack Sealing - AC	\$0	0.00	False	-
06/01/2002	ST-SS	Surface Treatment - Slurry Sea	-	-	False	estimated
06/01/1993	OL-AS	Overlay - AC Structural	-	2.50	True	estimated date
06/02/1972	NC-AC	New Construction - AC (Major	-	2.00	True	-
06/01/1972	BA-AG	Base Course - Aggregate (Laye	-	10.00	False	-

Network: DEXTER Branch: TH01DX (T-HANGAR 01) Section: 30 Surface: AC
 L.C.D.: 09/03/2016 Use: THANGAR Rank: P Length: 302.00 Ft Width: 67.00 Ft True Area: 23,619.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
09/03/2016	NC-AC	New Construction - AC	\$0	5.50	True	5.5" MO-401F-8.3 BP-1 Mix
09/02/2016	BA-AG	Base Course - Aggregate	\$0	6.00	False	6" MO-209-5.1 Crushed Aggregate Base
09/01/2016	SB-AG	Subbase - Aggregate	\$0	8.00	False	8" Crushed Stone Sub-Base

Network: DEXTER Branch: TWADX (TAXIWAY A) Section: 10 Surface: AAC
 L.C.D.: 06/01/1993 Use: TAXIWAY Rank: P Length: 5,800.00 Ft Width: 35.00 Ft True Area:208,270.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/02/2013	SS-SC	Surface Seal - Seal Coat	\$0	0.00	False	MO-623
11/01/2013	CS-AC	Crack Sealing - AC	\$0	0.00	False	-
06/01/1993	OL-AS	Overlay - AC Structural	-	-	True	Thickness varies: connecting taxiways 1.5", parallel taxiway 2"
06/01/1972	OL-AS	Overlay - AC Structural	-	2.00	True	-
06/02/1940	NC-AC	New Construction - AC (Major	-	2.00	True	-
06/01/1940	BA-AG	Base Course - Aggregate (Laye	-	7.00	False	-

Network: DEXTER Branch: TWADX (TAXIWAY A) Section: 20 Surface: AC
 L.C.D.: 08/03/2007 Use: TAXIWAY Rank: P Length: 1,426.00 Ft Width: 35.00 Ft True Area: 51,330.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/01/2013	SS-SC	Surface Seal - Seal Coat	\$0	0.00	False	MO-623
08/03/2007	NC-AC	New Construction - AC	\$0	5.50	True	MO-401F; AC SURFACE COURSE
08/02/2007	BA-AG	Base Course - Aggregate	\$0	6.00	False	MO-209; CRUSHED AGG. BASE

Date:06/22/2021

Work History Report

3 of 4

Pavement Database:MO2020

08/01/2007	SG-CO	Subgrade - Compacted	\$0	6.00	False	COMPACTED SUBGRADE 95% MAX DENSITY
------------	-------	----------------------	-----	------	-------	------------------------------------

Network: DEXTER Branch: TWBDX (TAXIWAY B) Section: 10 Surface: AC
 L.C.D.: 08/03/2007 Use: TAXIWAY Rank: P Length: 350.00 Ft Width: 40.00 Ft True Area: 15,340.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/01/2013	SS-SC	Surface Seal - Seal Coat	\$0	0.00	False	MO-623
08/03/2007	NC-AC	New Construction - AC	\$0	5.50	True	MO-401F; AC SURFACE COURSE
08/02/2007	BA-AG	Base Course - Aggregate	\$0	6.00	False	MO-209; CRUSHED AGG. BASE
08/01/2007	SG-CO	Subgrade - Compacted	\$0	6.00	False	COMPACTED SUBGRADE 95% MAX DENSITY

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	7	252,505.00	6.00	.00
Base Course - Aggregate (Layer	5	755,328.00	8.00	1.87
Complete Reconstruction - PCC	1	1,265.00	.00	-
Crack Sealing - AC	5	1,087,151.00	.00	.00
New Construction - AC	7	252,505.00	5.50	.00
New Construction - AC (Major MR)	5	755,328.00	2.00	.00
Overlay - AC Structural	9	1,507,205.00	2.14	.38
Patching - AC Shallow	1	399,300.00	2.00	-
Subbase - Aggregate	1	23,619.00	8.00	-
Subgrade - Compacted	4	206,476.00	6.00	.00
Surface Seal - Seal Coat	12	1,383,514.00	.00	.00
Surface Treatment - Slurry Seal	2	80,281.00	-	-

PRE-BID CONFERENCE MEETING AGENDA / MINUTES

**DEXTER MUNICIPAL AIRPORT, DEXTER, MO
JUNE 11, 2024 – 11:00 AM LOCAL TIME**

1. Introductions

- See attached sign-in sheet for list of attendees.

2. Project Information

**REHABILITATE RUNWAY 18/36
STATE BLOCK GRANT PROJECT NO. 24-076A-1**

BIDS DUE: JUNE 24, 2024, 11:00 AM LOCAL TIME

3. Project Plans & Specifications Review

a. Scope of Work

- A question was asked about temporary markings on the runway following paving completion. Hanson noted that for this project, there are no provisions for temporary markings, and the runway will remain unmarked for the minimum 30-day cure period following paving completion, and then full pavement markings will be applied.

b. Project Schedule:

- Contract time is 24 consecutive calendar days from start of construction.
 - Phase 1 = 21 consecutive calendar days
 - 30-day cure time between Phase 1 and 2 (contract time suspended)
 - Phase 2 = 3 consecutive calendar days
 - Refer to General Provisions 80-08, and Plan Sheet 4 Notes
 - Liquidated damages are noted in General Provisions 80-08.
- Project start dependent on timing of FAA grant process and approvals from MoDOT and the City of Dexter.
- Bids will be able to be held for 120 days prior to award. The FAA did authorize advertising for bidding this project based on the maximum 120 day award period.
- To ensure the award process progresses smoothly, the low bidder needs to be sure their documentation is completed properly and fully. Specifically if the DBE goal is not pledged to be met, that will slow the process while the good faith efforts are reviewed and documented.
 - It was noted that there are concerns about meeting the DBE goal based on the limited scope of the project in combination with the minimal amount of available DBE subcontractors in the area. Hanson noted that bidders should document their good faith efforts as much as possible. Refer to Supplementary Provisions Part B for MoDOT information regarding assistance in meeting DBE goals.
- Submittals for materials to be used on the project will need to be approved prior to beginning site work. Contractor is expected to have enough quantity in their possession to complete the project without unnecessary delays.

c. Construction Safety Plan

- Phases / Work Areas
 - A question was asked about temporarily removing the runway threshold lights to allow for construction equipment to run off the end of the runway during paving operations. There were no objections from the airport/Hanson.
 - A question was asked about the haul route to/from the runway, and it was noted that it was preferred to have an access point at one of the ends of the runway for easier trucking routes.
 - Hanson noted that if the contractor elects to drive construction traffic on existing taxiway pavements, they are responsible for repairing any damage to the pavements. Hanson will provide an approximation of the pavement sections as part of the addendum, for reference.
- Construction Access / Staging
 - Access to the site is via an existing access road on the east side of the airport off of County Road 717.
- Maintenance of Traffic
 - Closure crosses on each end of the runway are required when the runway is closed, as well as low-profile barricades across the taxiway. There are two options shown on Plan Sheet 5 for lighted crosses to accommodate nighttime closures.
- Millings Stockpile Areas
 - Stockpile locations are shown on Plan Sheets 3 and 4, but will be revised in the addendum based on discussions with the airport.
 - Millings are anticipated to be piled but not compacted.
 - The City may have an interest in the millings being placed for a new road bed near the airport, but that will be something that the City can negotiate with the awarded contractor at a later date prior to construction.

d. Construction Plans and Notes

e. Project Manual

- Notice to Bidders
- Instructions to Bidders
 - Please note that bids are to be submitted and opened at City Hall and not at the Airport.
- General Provisions
 - Section 20-02 notes that a bidder may be deemed prequalified to bid the project if they are prequalified with MoDOT. Otherwise submit for prequalification for Hanson's evaluation, ideally prior to the bid opening.

- Supplementary Provisions
 - Part A – Federal and State Provisions
 - Part B – DBE Administration
DBE Goal: 3.00%
 - Part C – Local Provisions
Insurance Requirements
 - Part D – Wage Rates

- Technical Specifications
 - C-100 Contractor Quality Control Program
 - C-105 Mobilization
 - Mobilization shall be limited to 10% of the total project cost.
 - Please review the payment schedule for mobilization prior to bidding.
 - P-403 Asphalt Mix Pavement Base/Surface Course
 - There is no profilograph requirement for this project.
 - A question was asked about the allowance of RAP in the asphalt mix. The specification currently shows that RAP is not permitted. Hanson will review and address via addendum if a change is needed.

- Appendices
 - Appendix A – Construction Safety and Phasing Plan (CSPP)
 - Appendix B – Advisory Circular 150/5370-2G
 - Appendix C – Geotechnical Investigation Report

- Proposal Forms
 - Bid Submittal Checklist
 - Please utilize the checklist to account for all of the forms required to be submitted with the bids.
 - Proposal Form (PF-1 – PF-11)
 - Federal Certifications
 - Certificate of Buy American Compliance (PF-6 – PF-7)
FAA reference material available at http://www.faa.gov/airports/aip/buy_american/
Please make sure to review the Buy American Compliance for all products to be installed on the project, specifically crack sealant and pavement marking materials, as those are typical items that may require a waiver. If a product is already on the FAA Nationwide Waiver list it will not require a further waiver request.
 - Tax Delinquency
 - Debarment
 - Nonsegregated Facilities
 - Worker Eligibility Verification Affidavit (PF-9)
 - DBE Participation (PF-10)
 - Bid Security (5%)

4. Deadline for Questions – Monday, June 17, 2024, 12:00 PM (Noon) local time

- All requests for interpretations, questions and comments should be emailed to Barry Stolz at bstolz@hanson-inc.com.
- Responses will be provided via addendum by Wednesday, June 19, 2024.

5. Addendum

- Pre-bid Conference Meeting Minutes
- Contractor Questions (if any)

6. Questions / Comments

- A question was asked about a material transfer vehicle being used for asphalt placement. Hanson noted that the specification (403-4.4.1) states that a MTV is not required, but it does not state that it is prohibited. It is up to the contractor to determine their methods of operations that meet the intent of the project.
- A question was asked about grade control for the asphalt paving, since the intent of the project is a nominal thickness mill and overlay without grade correction. Hanson's response is the contractor shall follow the specification requirements and determine their own means and methods that meet the intent of the specifications.
- A question was asked regarding the requirement to survey the milled surface and final surface to check grades. Hanson's response is the P-403 specifications indicate that survey is required as a minimum.
- A question was asked regarding the QA testing consultant bringing their own trailer onsite or using the Contractor's trailer for testing. Since Hanson does not currently have a testing subconsultant under contract that question could not be answered with certainty, but generally it is understood those details can be worked out at a later date.

7. Site Visit

- The attendees drove the length of the runway from north to south and observed existing conditions, returning to the terminal via the parallel taxiway and stopping to observe the construction access road and staging area location.



PRE-BID MEETING SIGN-IN SHEET

MEETING DATE: June 10, 2024 @ 11:00 A.M.

PROJECT NO.: 22A0146D

PROJECT NAME: DXE Rehabilitate Runway 18/36, Project 24-076A-1

PROJECT MEETING LOCATION: DXE Terminal Building

NAME	COMPANY	PHONE	E-MAIL
Barry Stolz	Hanson Professional Services	314-942-5288	bstolz@hanson-inc.com
Tom Powers	MoDOT Aviation	573-526-7913	Thomas.Powers@modot.mo.gov
Brian Boehmer	MoDOT Aviation	573-526-3619	Brian.Boehmer@modot.mo.gov
Chad Wyatt	Robertson Asphalt	573-429-7551	chad@robertsonasphalt.com
CECILIA CAIN	APEX PAVING CO	573-382-0542	ccain@deltacos.com
Austin Williams	Apex Paving Co	573-450-3896	awilliams@deltacos.com
David Wyman	Dexter	573-421-0373	david.wyman@cityofdexter.org
DEAN BISHOP	DEXTER AIRPORT BOARD	573-421-1260	DBISHOP-DEXAGCSBL-GLASBL.NET