

ADDENDUM NO. 1

February 19, 2025

SIKESTON MEMORIAL MUNICIPAL AIRPORT
Runway 3/21 Pavement Maintenance and Apron Improvements
Project No. 23-077B-1 / AIR 230-077B-1

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DATE: February 19, 2025

ADDENDUM NO. 1

**SIKESTON MEMORIAL MUNICIPAL AIRPORT
Runway 3/21 Pavement Maintenance and Apron Improvements
Project No. 23-077B-1 / AIR 230-077B-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 – Project Manual

Notice to Bidders

- Revise:** On page 1-3 of the Notice to Bidders, within the Disadvantaged Business Enterprise paragraph, the references to the DBE contract goal of “TBD to be issued by Addendum” shall be revised to read “**zero (0%)**”.
- Revise:** Within the Bid Schedules, the P-629 line item descriptions contained inadvertent typos. Those have now been corrected and are properly reflected in the Revised Proposal Form pages P-1 and P-2, issued by this Addendum.
- Add:** In addition to posting all applicable bonds, licenses, and insurance as required by the City of Sikeston, the successful bidder shall obtain a City Business License.

General Provisions

- Delete:** General Provision 60-05 Engineer/Resident Project Representative (RPR) field office, is deleted. There will be no requirement to provide an engineer’s field office.

Supplementary Provisions, Part C – Local Provisions

- Delete:** Local Provisions, Pages 4-31 and 4-32
Insert: Local Provisions, Pages 4-31 and 4-32 (Revised per Addendum 1), attached

Clarification: Insurance requirements have been updated per the request of the City of Sikeston.

Proposal/Forms

- Delete:** Proposal Form P-1 through P-3
Insert: Proposal Form P-1 through P-3 (Revised per Addendum 1), attached
- Clarification:** Pages P-1 and P-2: The P-629 line item descriptions contained inadvertent typos. Those have now been corrected.

Clarification: Page P-3: The reference to the DBE contract goal of “TBD to be issued by Addendum” shall be revised to read “**zero (0%)**”.

Add: Add the Non-Kickback and Non-Collusion Affidavit (attached to this Addendum) as a required document to be executed and submitted with the other bid certifications at the time of the bid opening.

Item No. 2 – Plan Sheets

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 contractor staging area options have been added.

Plan Sheet No. 26, Proposed Marking Plan Details

Delete: Plan Sheet No. 26

Insert: Plan Sheet No. 26 (Revised per Addendum 1), attached

Clarification: The dimensions of the Taxiway Lead-In Line Detail have been updated to reflect a 6” wide yellow taxiway centerline.

Item No. 3 – Bidder Questions

Q1: Will the runway be closed for the entire cure time of the new asphalt?

A1: The plans indicate that if the pavement markings are the only remaining work item, the contract time will be suspended until the minimum 30-day cure period passes. During that time, if the contractor is not working, the airport may elect to open to traffic without markings, so the runway would be open during that time and then closed again for markings.

Q2: What is the expected start date for the project?

A2: The allowable award period is set at 120 days, which is intended to provide enough time for the FAA and MoDOT to process the grant. According to MoDOT, they are confident in the grant/award coming within that time period, which would equate to an awarded contract by July if that is the case. After that, the start date is up to the contractor – we will not dictate the schedule.

Item No. 4 – Meeting Minutes and Sign-In Sheet

The minutes and sign-in sheet to the Pre-Bid Meeting, held on February 17, 2025, are attached.

End of Addendum 1 Text.

**SECTION 4
SUPPLEMENTARY PROVISIONS**

**PART C
LOCAL PROVISIONS**

LP-01 TEXTING WHILE DRIVING. Pursuant to and in accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging. While Driving, December 30, 2009; text messaging while driving on or around the project site is strictly prohibited.

LP-02 UNDISTRIBUTED QUANTITIES. The Itemized Bid Proposal contains work items that are identified as Undistributed. These items are not specifically called out on the construction plan sheets for installation. It is the Owner's intent to use these line items for payment of work that is to be performed in areas as directed in the field during construction. The proposed quantities for these items in the Itemized Proposal have been estimated during the design phase. Any bid quantities for these items that are not installed during the project will not be paid for; the unused quantity shall be deducted by final change order. Coordination of work limits and specific locations with the Resident Project Representative is required prior to work commencing on these items. The Bidder shall bid these items accordingly.

LP-03 INSURANCE. The Contractor shall secure, and maintain throughout the duration of this Contract, insurance of such types and in such amounts as may be necessary to protect himself against all hazards or risks of loss as hereinafter designated and specified. The form and limits of such insurance, together with the underwriter thereof in each case, shall be approved by the Owner buy, regardless of such approval, it shall be the responsibility of the Contractor to maintain adequate insurance coverage at all times. Failure of the Contractor to maintain such coverage shall not relieve him of any contractual responsibility or obligation.

a. If a part of the Contract work is to be sublet, the Contractor shall:

- (1) Cover any and all subcontractors in his insurance policies, or
- (2) Require each subcontractor not so covered to secure insurance which will protect said subcontractor against all applicable hazards or risks of loss designated herein.

b. Satisfactory certificates of insurance shall be filed *by the Contractor and all Subcontractors* with the Owner prior to starting any construction work for or in connection with this Contract. Said certificates shall state that ten (10) day's written notice will be given the Owner before any policy covered thereby is changed or canceled. **Contractor shall name the City as an additional insured.**

c. Workmen's Compensation and Employer's Liability Insurance. This insurance shall protect the Contractor against any and all claims brought under the Workmen's Compensation Law for the state or states involved in work performed under this Contract. It shall also protect the Contractor against claims for injury to, disease or death of workmen engaged in work under this Contract which, for any reason, may not fall within the provisions of the Workmen's Compensation Act.

Workmen's Compensation Statutory	
Employers' Liability	\$100,000 (each accident) \$500,000 (disease-policy limit) \$100,000 (disease-each employee)

d. Comprehensive General Liability Insurance. This insurance, to be on the comprehensive form, shall protect the Contractor against any and all claims arising from injuries to members of the public or damage to property of others arising out of any act or omission of the Contractor, his agents, employees or subcontractor, in connection with the operation of performance of the work for and in connection with this Contract. In addition, this general liability

insurance policy shall specifically insure the contractual liability of the Contractor assumed under the foregoing Paragraph, "Defense of Suits".

The property damage liability coverage under this policy shall contain no exclusion relative to blasting, explosion, collapse of buildings, or damage to underground property.

Liability limits for general liability insurance coverage under this policy shall be not less than the following:

Coverage of at least \$1,000,000 per occurrence and \$2,000,000 aggregate.

e. Comprehensive Automobile Liability Insurance. This insurance, to be on the comprehensive form, shall protect the Contractor against any and all claims for injuries to members of the public and damage to property of others arising from the use of automobiles and trucks in connection with the performance of work under this Contract, and shall cover the operation on or off the site of the work of all motor vehicles licensed for highway use, whether they are owned, non-owned, or hired by the Contractor. The policy shall include an "all states" endorsement.

Liability limits for automobile liability insurance coverage under this policy shall be not less than the following:

Coverage of at least \$1,000,000 per occurrence for all owned, hired, and non-owned vehicles used in the performance of this agreement. Contractor's insurance shall be primary, and any insurance carried by the City shall be excess and non-contributory.

PROPOSAL FORM
CITY OF SIKESTON, MISSOURI
SIKESTON MEMORIAL MUNICIPAL AIRPORT
State Block Grant Project No. **23-077B-1 / AIR 230-077B-1**

TO: Mr. Jay Lancaster, Public Works Director
City of Sikeston, Missouri

The undersigned, in compliance with the request for bids for construction of the following Project:

Runway 3/21 Pavement Maintenance and Apron Improvements

hereby proposes to furnish all labor, permits, material, machinery, tools, supplies and equipment to faithfully perform all work required for construction of the Project in accordance with the project manual, project drawings and issued Addenda within the specified time of performance for the following prices:

BID SCHEDULE 1 - APRON							
BID ITEM	FAA or MoDOT SPEC.	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		EXTENSION	
				DOLLARS	CTS	DOLLARS	CTS
1	C-102-5.1	EROSION CONTROL BLANKET	1,507 SY				
2	C-105-6.1	MOBILIZATION – APRON	1 LS				
3	D-701-5.1	12 INCH HDPE	120 LF				
4	D-701-5.2	12" X 12" X 12" PIPE CONNECTION	1 EA				
5	D-705-5.1	6 INCH PVC	24 LF				
6	D-751-5.1	UNDERDRAIN CLEANOUT	1 EA				
7	MO-805-5.1	AIRPORT SEEDING	0.31 ACRE				
8	P-101-5.1	JOINT AND CRACK REPAIR (UNDISTRIBUTED)	15,000 LF				
9	P-101-5.2	COLD MILLING	3,271 SY				
10	P-101-5.3	SPALLED AND FAILED ASPHALT PAVEMENT REPAIR	151 SF				
11	P-101-5.4	FULL DEPTH PAVEMENT REMOVAL	2,658 SY				
12	P-101-5.5	REMOVAL OF PIPE	92 LF				
13	P-101-5.6	REMOVE CATCH BASIN	1 EA				
14	P-152-4.1	UNCLASSIFIED EXCAVATION	1,702 CY				
15	P-209-5.1	CRUSHED AGGREGATE BASE COURSE	2,111 TON				
16	P-403-8.1	ASPHALT MIXTURE SURFACE COURSE	1,127 TON				

17	P-403-8.2	ASPHALT MIXTURE BASE COURSE	724 TON				
18	P-602-5.1	EMULSIFIED ASPHALT PRIME COAT	1,809 GAL				
19	P-603-5.1	EMULSIFIED ASPHALT TACK COAT	816 GAL				
20	P-620-5.1a	MARKING - YELLOW	2,029 SF				
21	P-620-5.1b	MARKING - BLACK	3,286 SF				
22	P-620-5.1c	MARKING - RED	49 SF				
23	P-620-5.2	REMOVE MARKING	102 SF				
24	P-629-8.1	THERMOPLASTIC COAL TAL EMULSION SAND SLURRY SEAL	23,300 SY				
TOTAL BID SCHEDULE 1 (APRON)							

BID SCHEDULE 2 - RUNWAY							
BID ITEM	FAA or MoDOT SPEC.	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		EXTENSION	
				DOLLARS	CTS	DOLLARS	CTS
1	C-105-6.2	MOBILIZATION – RUNWAY	1 LS				
2	P-101-5.1	JOINT AND CRACK REPAIR (UNDISTRIBUTED)	50,000 LF				
3	P-629-8.1	THERMOPLASTIC COAL TAL EMULSION SAND SLURRY SEAL	61,160 SY				
4	P-620-5.1a	MARKING - WHITE	31,859 SF				
5	P-620-5.1b	MARKING - YELLOW	1,947 SF				
6	P-620-5.1c	MARKING - BLACK	8,437 SF				
TOTAL BID SCHEDULE 2 (RUNWAY)							

NOTE: C-105 Mobilization items shall be limited to 10% of the Total Project Cost per Bid Schedule.

TOTAL BID (SCHEDULE 1 + SCHEDULE 2)							
TOTAL BID (SCHEDULE 1 + SCHEDULE 2)							

ACKNOWLEDGEMENTS BY BIDDER

- a. By submittal of a proposal, the BIDDER acknowledges and accepts that the quantities established by the OWNER are an approximate estimate of the quantities required to fully complete the Project and that the estimated quantities are principally intended to serve as a basis for evaluation of bids. The BIDDER further acknowledges and accepts that payment under this contract will be made only for actual quantities and that quantities will vary in accordance with the General Provisions subsection entitled “Alteration of Work and Quantities”.
- b. The BIDDER acknowledges and accepts that the Bid Documents are comprised of the documents identified within the General Provisions. The BIDDER further acknowledges that each the individual documents that comprise the Bid Documents are complementary to one another and together establishes the complete terms, conditions and obligations of the successful BIDDER.
- c. As evidence of good faith in submitting this proposal, the undersigned encloses a bid guaranty in the form of a certified check, cashier’s check or bid bond in the amount of 5% of the bid price. The BIDDER acknowledges and accepts that refusal or failure to accept award and execute a contract within the terms and conditions established herein will result in forfeiture of the bid guaranty to the owner as a liquidated damage.
- d. The BIDDER acknowledges and accepts the OWNER’S right to reject any or all bids.
- e. The BIDDER acknowledges and accepts the OWNER’S right to hold all Proposals for purposes of review and evaluation and not issue a notice of award for a period not to exceed **120 Days** calendar days from the stated date for receipt of bids.
- f. The undersigned agrees that upon written notice of award of contract, he or she will execute the contract within thirty (30) days of the notice of award, and furthermore, and provide executed payment and performance bonds within fifteen (15) days from the date of contract execution. The undersigned accepts that failure to execute the contract and provide the required bonds within the stated timeframe shall result in forfeiture of the bid guaranty to the owner as a liquidated damage.
- g. Time of Performance: By submittal of this proposal, the undersigned acknowledges and agrees to commence work within ten (10) calendar days of the date specified in the written “Notice to Proceed” as issued by the OWNER. The undersigned further agrees to complete the Project within **30 Calendar days** from the commencement date specified in the Notice to Proceed.
- h. The undersigned acknowledges and accepts that for each and every Calendar day the project remains incomplete beyond the contract time of performance, the Contractor shall pay the non-penal amount of **\$1,500.00** per Calendar day as a liquidated damage to the OWNER.
- i. The undersigned prime contractor, if not a MoDOT certified DBE, hereby assures that they will subcontract **zero (0%)** percent of the dollar value of the prime contract to DBE firms or make good faith efforts to meet the DBE contract goal. In addition, the prime contractor will include the DBE clauses (see Supplementary Provision No. 6 of the Federal and State Provisions) required by the DBE Program adopted by MoDOT and the Sponsor in all contracts and subcontracts relating to this project. The undersigned will complete the DBE Participation information included herein when a DBE goal has been established, including a demonstration of good faith efforts if the DBE goal is not met. If the undersigned prime contractor is a MoDOT certified DBE firm, then the prime contractor must perform at least thirty percent (30%) of the total contract value work with its own forces, and will receive DBE credit for all work which the prime contractor and any other MoDOT certified DBE firm performs directly.
- j. The BIDDER, by submission of a proposal, acknowledges that award of this contract is subject to the provisions of the Davis-Bacon Act and the Missouri Prevailing Wage Law. The BIDDER accepts the requirement to pay prevailing wages for each classification and type of worker as established in the attached wage rate determinations as issued by the United States Department of Labor and the Missouri Division of

Non-Kickback and Non-Collusion Affidavit

I, being of lawful age and a duly authorized agent for _____, regarding the attached bid, proposal, or contract with the City of Sikeston for Project 23-077B-1 at the Sikeston Airport, do hereby swear/affirm that this affidavit is true and correct.

Furthermore, I swear/affirm that neither I, nor the firm, company or corporation, or any other employer for whom I am an authorized agent in this matter, has been a party to any collusion, among bidders or other competitors in restraint of freedom of competition by causing or contributing to cause anyone to refrain from bidding, or by being a party to any agreement or understanding among or between any persons, firms, or corporations to bid at a fixed or determinable price.

Furthermore, I swear/affirm that neither I, nor the firm, company or corporation, or any other employer for whom I am an authorized agent have been a party to any collusion with any official or employee of the City of Sikeston as to quantity, quality, or price in this prospective bid, contract or proposal; or any other terms of said undertaking; nor have I or we been a party to any discussion between other competitors and any official of the City of Sikeston concerning the exchange of money or other things of value for special consideration in the letting of this bid, proposal or contract.

I do hereby swear/affirm that the work, contractual undertaking, services or materials as described by this invoice or other billing claim has been delivered, completed, or supplied in accordance with the specifications, orders, bids, requests, or contract furnished and executed by the City of Sikeston for the above-mentioned bid. Furthermore, no consideration, either directly or indirectly, has or will be made to any elected official, officer or employee of the City of Sikeston or any other person, firm or corporation to obtain payment of the claim or to procure the contract or purchase order pursuant to which this claim is made.

Bidder's Signature

Please type or print name and address of bidder.

Phone Number _____

STATE OF _____)
)SS
 COUNTY OF _____)

On this ____ day of _____, 20__, before me personally appeared _____, to me known to be the person(s) described in and who executed the forgoing instrument and acknowledged that they executed the same as their free act and deed.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal at my office in _____ County, _____, the day and year first above written.

Signature Notary Public

My Commission expires: _____

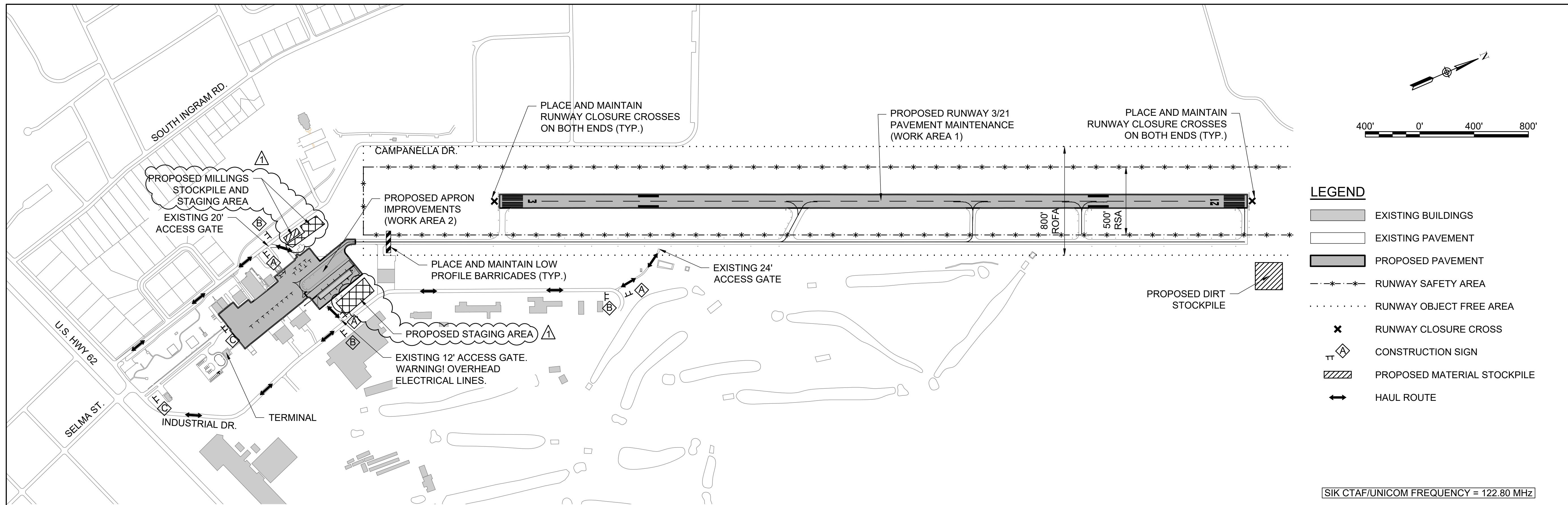


SIKESTON MEMORIAL
MUNICIPAL AIRPORT
SIKESTON, MO 63801
PHONE: (573) 471-2037



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

DATE SIGNED: 2/5/2025 LICENSE EXPIRES: 12/31/2026



LEGEND

- [Solid Grey Box] EXISTING BUILDINGS
- [White Box] EXISTING PAVEMENT
- [Dark Grey Box] PROPOSED PAVEMENT
- [Dashed Line] RUNWAY SAFETY AREA
- [Dotted Line] RUNWAY OBJECT FREE AREA
- [X Symbol] RUNWAY CLOSURE CROSS
- [Construction Sign Symbol] CONSTRUCTION SIGN
- [Hatched Box] PROPOSED MATERIAL STOCKPILE
- [Arrow Symbol] HAUL ROUTE

SIK CTA/UNICOM FREQUENCY = 122.80 MHz

SAFETY PLAN COMPLIANCE DOCUMENT

- 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.

WORK AREA NOTES

- WORK AREA 1 INCLUDES ALL WORK WITHIN THE RUNWAY 3-21 SAFETY AREA (WITHIN 250' FROM THE RUNWAY CENTERLINE). THE RUNWAY, CONNECTING TAXIWAYS AND PARALLEL TAXIWAY SHALL BE CLOSED FOR THE DURATION OF ALL WORK IN THIS AREA.
- WORK AREA 2 INCLUDES ALL WORK LOCATED ON THE APRON AND HANGAR TAXILANES. THE RUNWAY, CONNECTING TAXIWAYS AND PARALLEL TAXIWAY OUTSIDE OF THE APRON LIMITS MAY REMAIN OPEN TO AIRCRAFT DURING WORK IN THIS AREA UNLESS CONDUCTED SIMULTANEOUSLY WITH WORK AREA 1, IN WHICH CASE THE WORK AREA 1 CLOSURE RESTRICTIONS SHALL APPLY.
- FOLLOWING THE APPLICATION OF THE SEAL COAT, A PERIOD OF 24 HOURS (MINIMUM) SHALL ELAPSE BEFORE OPENING TO TRAFFIC, AND SHALL BE SUFFICIENTLY CURED TO DRIVE OVER WITHOUT DAMAGE TO THE INSTALLATION. ANY DAMAGE TO THE UNCURED MIXTURE CAUSED BY THE CONTRACTOR WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR.
- 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.
- THE PROJECT MAY BE ACCESSED FROM MULTIPLE AREAS AS SHOWN ON THE PLAN VIEW ABOVE. NO CONSTRUCTION TRAFFIC WILL BE PERMITTED TO ENTER THROUGH THE MAIN GATE NEAR THE TERMINAL. 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.
- AT THE COMPLETION OF ALL WORK AREA CONSTRUCTION, THE HAUL ROUTE AND CONSTRUCTION STAGING AREAS SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS (INCIDENTAL).
- CLOSURE CROSSES AND BARRICADES SHALL BE IN PLACE PRIOR TO BEGINNING CONSTRUCTION IN WORK AREA 1.
- AT ALL TIMES, THE CONTRACTOR'S OPERATIONS SHALL BE SUCH AS TO MINIMIZE CLOSURES.
- RUNWAY 3-21 SHALL BE NOTAMED "CLOSED" WHENEVER WORK IS OCCURRING WITHIN 250' OF THE RUNWAY CENTERLINE. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT AT LEAST 48 HOURS PRIOR TO WORK WITHIN THE RUNWAY CLOSURE LIMIT SO THAT NOTAMS MAY BE COORDINATED.
- ALL EQUIPMENT MUST BE LOWERED WHEN NOT IN USE OR IN TRANSIT AND MAY NOT BE LEFT WITHIN 250' OF THE RUNWAY CENTERLINE, EXTENDED.

SAFETY PLAN NOTES

- CONTRACTOR MAY WORK IN ALL WORK AREAS SIMULTANEOUSLY, HOWEVER THE MAINTENANCE OF TRAFFIC DEVICES AND HAUL ROUTES SHALL REMAIN CONSISTENT WITH THOSE DEPICTED ON THESE SAFETY PLANS.
- AT ALL TIMES, THE CONTRACTOR'S OPERATIONS SHALL BE SUCH AS TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS.
- ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY. CONTRACTOR TO YIELD TO AIRPORT VEHICLES AND REMAIN CLEAR AT ALL TIMES.
- ALL ACTIVE AIRFIELD PAVEMENTS SHALL BE KEPT CLEAN AND FREE OF DEBRIS AT ALL TIMES DURING CONSTRUCTION.
- 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.
- 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.
- 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 WORK AREAS.
- IT IS THE RESPONSIBILITY OF THE AIRPORT MANAGER TO ISSUE ALL NOTAMS REQUIRED THROUGHOUT THE CONTRACT TIME.
- IF CONSTRUCTION ACTIVITIES DISRUPT WILDLIFE THAT MAY POSE A SAFETY RISK TO AIRCRAFT OPERATIONS THE CONTRACTOR SHALL NOTIFY THE AIRPORT MANAGER.
- UNLESS SPECIFIED OTHERWISE, COST FOR THE ABOVE IS TO BE CONSIDERED INCIDENTAL TO THE PROJECT, AND NO SEPARATE PAYMENT SHALL BE MADE.
- REFER TO THE FOLLOWING SAFETY NOTES AND DETAILS SHEETS FOR ADDITIONAL CONSTRUCTION SAFETY INFORMATION.

RUNWAY 3/21 PAVEMENT MAINTENANCE AND APRON IMPROVEMENTS

PROJECT NO.: 23-077B-1/
AIR 230-077B-1

NO.	DATE	DESCRIPTION	REVISIONS		
			DES	DWN	REV
1	2/19/25	ADDENDUM 1	JRH	JRH	BSS

ISSUE: FEBRUARY 5, 2025
PROJECT NO: 23A0052
CAD FILE: G-004-SFY.DWG
DESIGN BY: JRH 5/28/2024
DRAWN BY: JRH 6/4/2024
REVIEWED BY: BSS 01/23/2025

SHEET TITLE

CONSTRUCTION SAFETY PLAN

FOR BID



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

DATE SIGNED: 2/5/2025 LICENSE EXPIRES: 12/31/2026

RUNWAY 3/21 PAVEMENT MAINTENANCE AND APRON IMPROVEMENTS

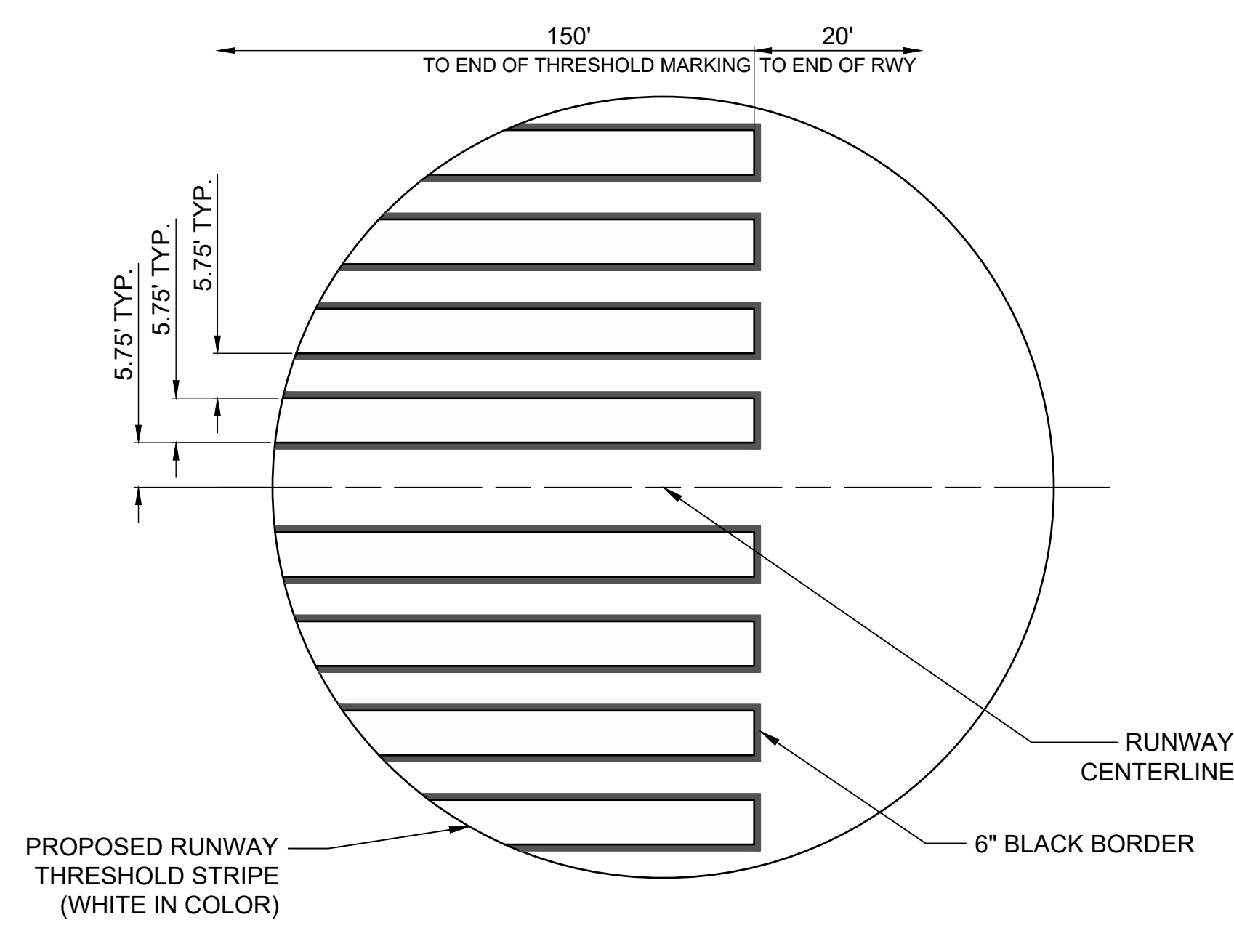
PROJECT NO.:
23-077B-1/
AIR 230-077B-1

NO.	DATE	DESCRIPTION			
		DES	DWN	REV	
△	2/19/25	ADDENDUM 1	JRH	JRH	BSS

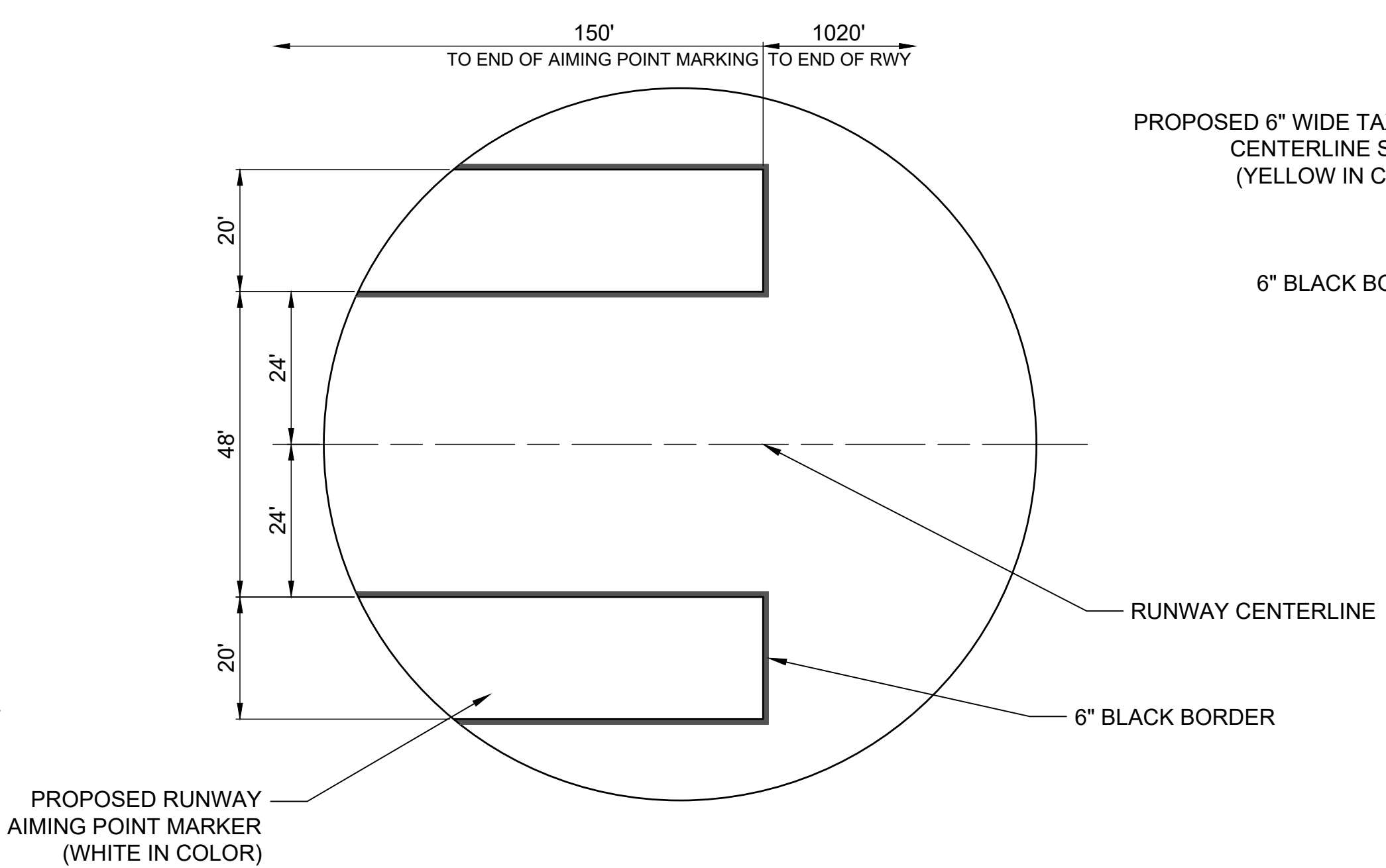
ISSUE: FEBRUARY 5, 2025
PROJECT NO: 23A0052
CAD FILE: C-151-MRK.DWG
DESIGN BY: JRH 5/28/2024
DRAWN BY: AJL 6/4/2024
REVIEWED BY: BSS 01/23/2025

SHEET TITLE

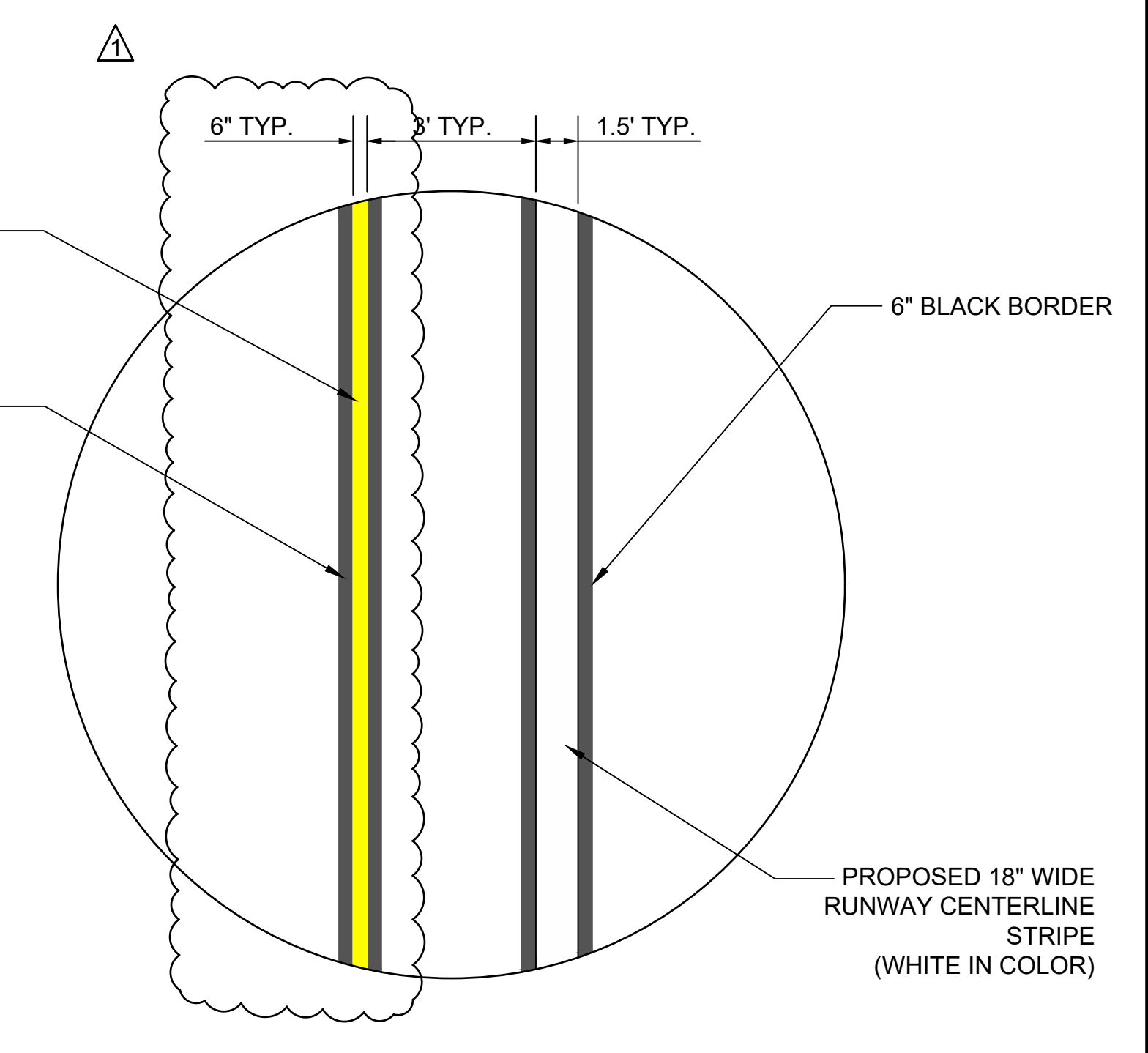
PROPOSED MARKING PLAN DETAILS



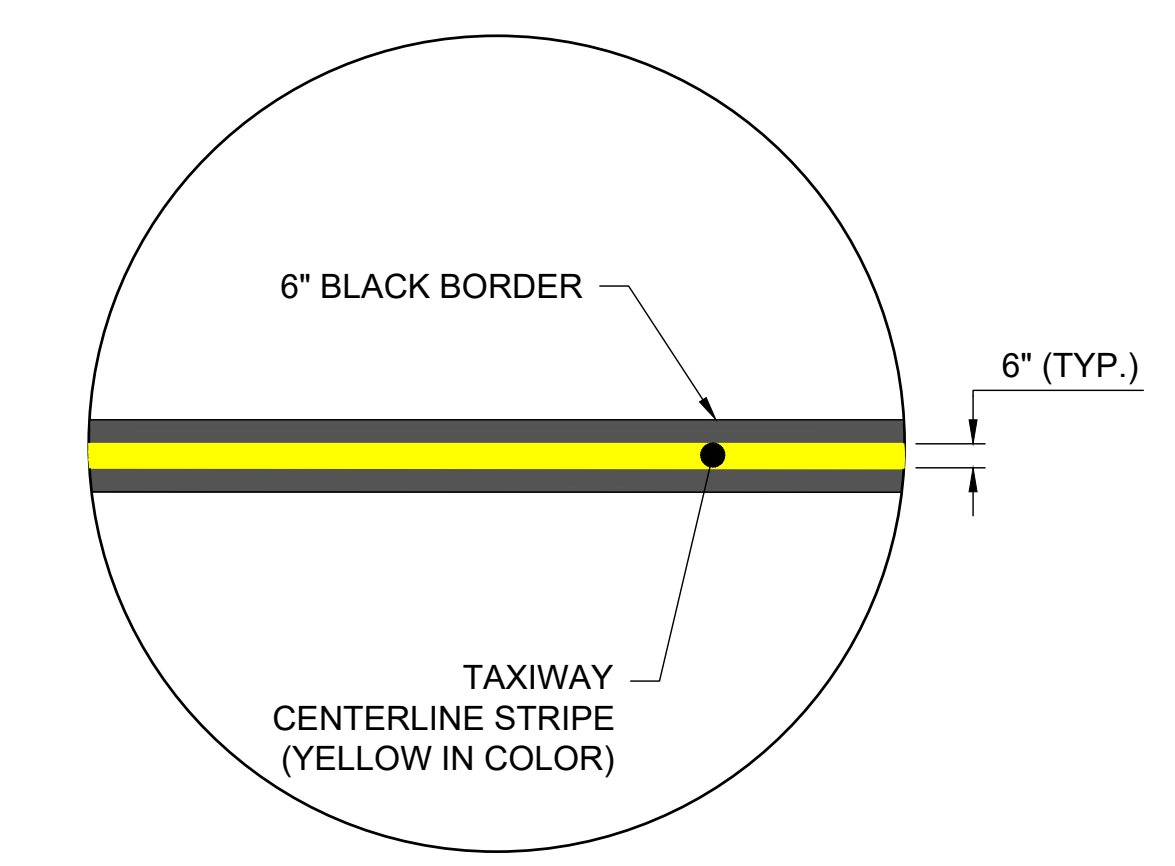
RUNWAY THRESHOLD STRIPE DETAIL
NOT TO SCALE



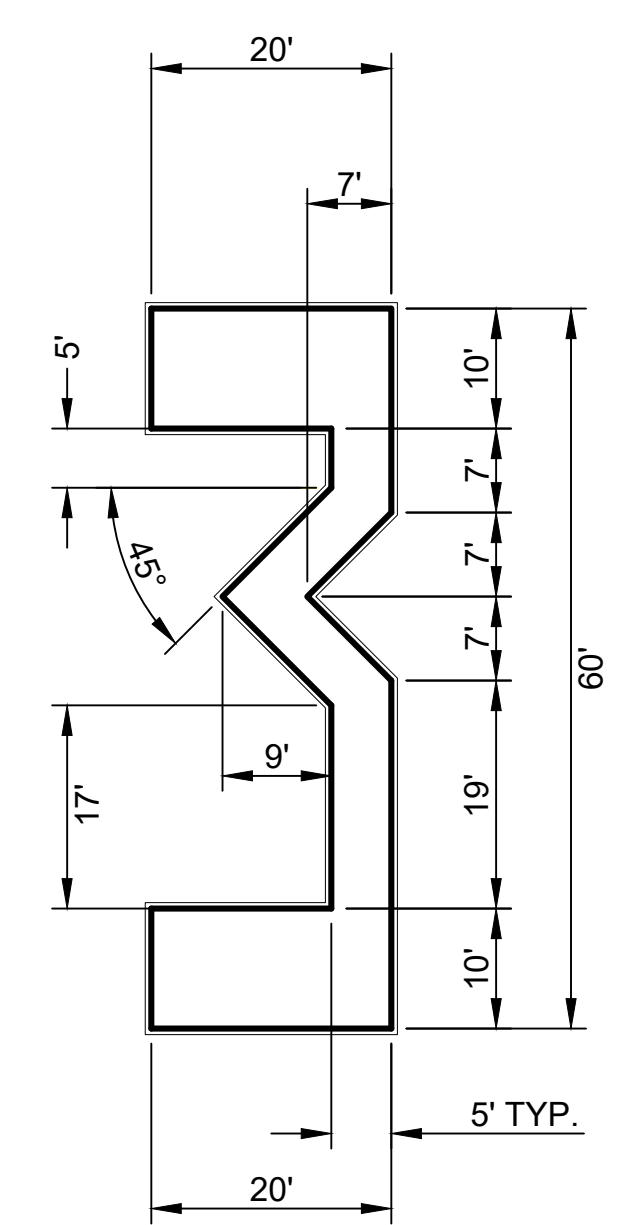
RUNWAY AIMING POINT DETAIL
NOT TO SCALE



TAXIWAY LEAD-IN LINE DETAIL
NOT TO SCALE

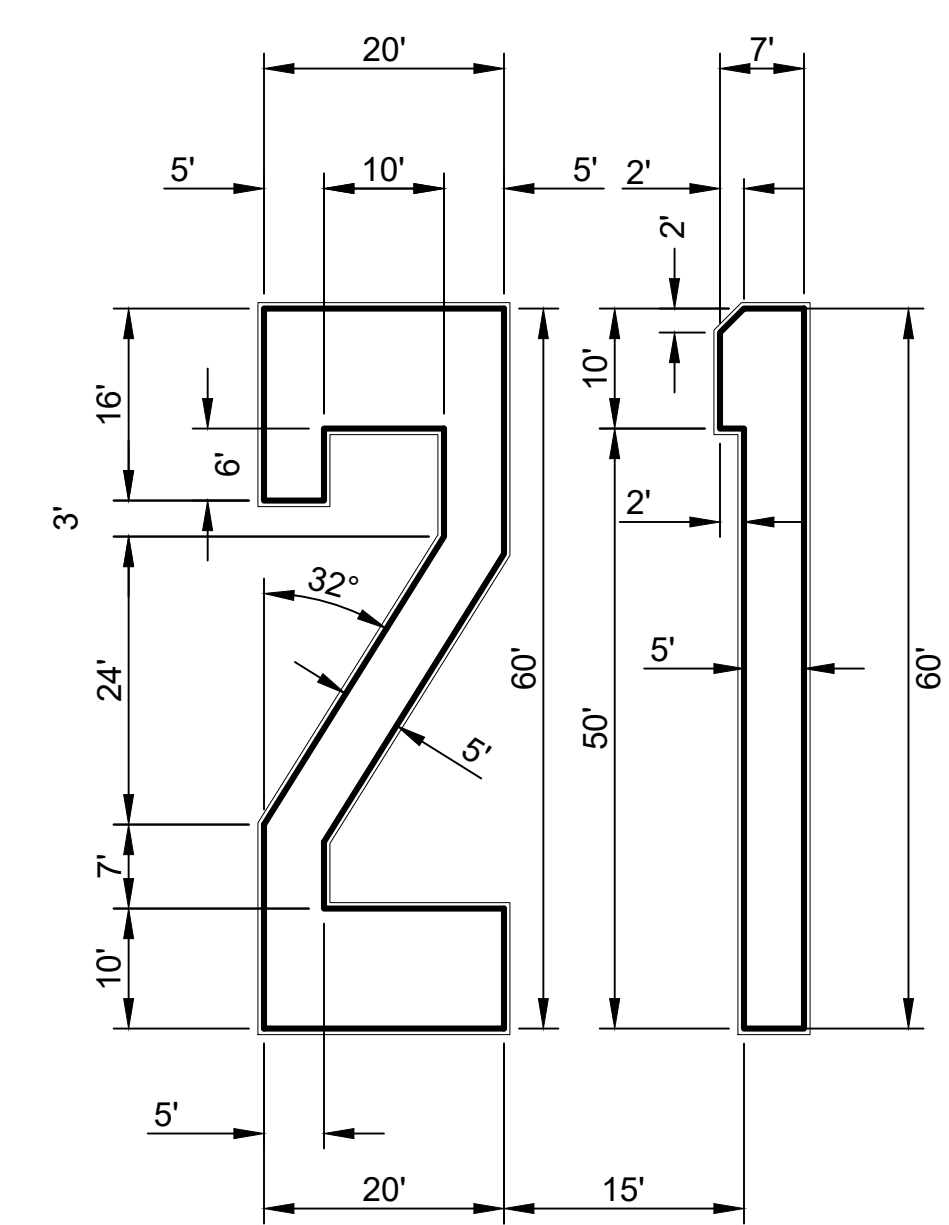


TAXIWAY/TAXILANE CENTERLINE DETAIL
NOT TO SCALE



WHITE 634 S.F.
BLACK 102 S.F.

RUNWAY DESIGNATOR NUMERAL 3
NOT TO SCALE



WHITE 652 S.F. WHITE 318 S.F.
BLACK 106 S.F. BLACK 68 S.F.

RUNWAY DESIGNATOR NUMERAL 21
NOT TO SCALE

RUNWAY DESIGNATION MARKING NOTES:

- ALL NUMERAL MARKING WILL BE WHITE IN COLOR WITH A 6" BLACK OUTLINE.
- NUMERALS ARE HORIZONTALLY SPACED 15 FEET APART.
- DOUBLE DIGIT NUMERAL DESIGNATIONS ARE CENTERED ON THE RUNWAY PAVEMENT CENTERLINE BASED ON THE CENTER OF THE OUTER EDGES OF THE TWO NUMERALS.

PRE-BID CONFERENCE MEETING AGENDA / MINUTES

**SIKESTON MEMORIAL MUNICIPAL AIRPORT, SIKESTON, MO
FEBRUARY 17, 2025 – 10:30 AM LOCAL TIME**

1. Introductions

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

2. Project Information

**RUNWAY 3/21 PAVEMENT MAINTENANCE AND APRON IMPROVEMENTS
STATE BLOCK GRANT PROJECT NO. 23-077B-1 / AIR 230-077B-1**

BIDS DUE: FEBRUARY 28, 2025, 2:00 PM LOCAL TIME AT SIKESTON CITY HALL

3. Project Plans & Specifications Review

a. Scope of Work

- Bid Schedule 1 – Apron
- Bid Schedule 2 – Runway
- Bidders are to submit a complete bid consisting of completing both Bid Schedules in full. There are two bid schedules only due to the funding sources for each. The low bid and award will be based on the combination of the two bid schedules.
- 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.
- A question was asked about removal of markings prior to the surface treatment. The only markings to be removed

b. Project Schedule:

- Contract time is 30 consecutive calendar days from start of construction.
 - 30-day cure time between asphalt paving/treatment and pavement marking (contract time suspended)
 - 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 Sikeston.
 - Following the receipt of the grant funds and the City's award of the project, the timing of the start of construction will be up to the awarded contractor. Hanson and the City will not dictate the schedule, although the City did indicate sooner than later is their preference.
- Bids will be able to be held for 120 days prior to award.
 - MoDOT commented that they are confident that the FAA grant funds will be received within this timeframe.
- 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

- Work Areas
- Construction Access / Staging
 - Staging area is not currently shown on the plans but will be addressed via addendum.
- 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.
- Dirt / Millings Stockpile Areas
 - Stockpile locations for excavated dirt and millings are shown on Plan Sheet 4.

d. Construction Plans and Notes

- Available survey control points are shown on Plan Sheet 3.

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
- Supplementary Provisions
 - Part A – Federal and State Provisions
 - Part B – DBE Administration
DBE Goal: TBD, issued via addendum
 - 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.
- Two separate items, one per bid schedule.
- 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.
- P-629 Thermoplastic Coal Tar Emulsion Surface Treatments

- 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-12)
- Federal Certifications
 - Certificate of Buy American Compliance (PF-7 – PF-8)
 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-10)
- DBE Participation (PF-11)
- Bid Security (5%)

4. Deadline for Questions – Friday, February 21, 2025, 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 Tuesday, February 25, 2025.

5. Addendum

- Pre-bid Conference Meeting Minutes
- Minor clarifications
 - P-629 pay items in Project Manual
 - Taxiway centerline detail
- Contractor Questions (if any)
- [DBE Goal will be issued via addendum once obtained from MoDOT.](#)

6. Questions / Comments

- [A question was asked regarding the requirement to survey the 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 about retroreflectance testing for the P-620 pavement marking. After a review of the specification, Hanson stated the retroreflectance requirement has been removed from the spec and it is not applicable to this project.
- A question was asked about a requirement for an Engineer's Field Office. Hanson will clarify this question via addendum.
- The City indicated they may request some language be added to the contract documents and will coordinate with Hanson to include via addendum if required.
- The City indicated that the awarded contractor will need to obtain a no-cost public works permit from the City, and likely will need to obtain a business license with the City for minimal cost.
- MoDOT stated that even if the DBE Goal is zero and you intend to use a DBE subcontractor or supplier, please keep good documentation of the DBE efforts.

7. Site Visit

- The attendees were provided a tour of the project site(s) by the Airport staff and observed existing conditions. Hanson was not present for the site visit and therefore no official questions/responses were discussed during the site tour.



PRE-BID MEETING SIGN-IN SHEET

MEETING DATE: February 17, 2025 @ 10:30 A.M.

PROJECT NO.: 23A0052D

PROJECT NAME: SIK Runway 3/21 Pavement Maintenance and Apron Improvements, Project 23-077B-1 / AIR 230-077B-1

PROJECT MEETING LOCATION: SIK Terminal Building

NAME	COMPANY	PHONE	E-MAIL
Barry Stolz	Hanson Professional Services	314-942-5288	bstolz@hanson-inc.com
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