233 South 13th Street
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ADDENDUM NO. 5

Date:	**May 27, 2025**
Project Name:	**HSI Apron Rehabilitation**
Owner:	**City of Hastings, NE**
Garver Project No.	**23A27150**

This addendum shall be a part of the Plans, Contract Documents and Specifications to the same extent as though it were originally included therein, and it shall supersede anything contained in the Plans, Contract Documents, and Specifications with which it might conflict. This addendum, including all attachments, shall become part of the Contract and all provisions of the Contract shall apply thereto. *The time provided for completion of the Contract has been changed as noted in this addendum*. Acknowledgement of receipt of this addendum must be noted in the appropriate section of the Bid Form and included with the Contract Documents.

A. GENERAL CLARIFICATIONS

1. Work items have been reorganized into different bid schedules and additive alternates. Schedule 1 and Additive Alternate 1 represent concrete pavement repairs, west apron reconstruction, taxiway shoulder removal and ditch grading items form the *original* solicitation. Schedule 2 and Additive Alternate 2 represent reconstruction of asphalt pavements with a concrete pavement section and are *new* scope items. Schedule 3 and Additive Alternate 3 represent rehabilitation of asphalt pavement (mill & overlay) work items from the *original* solicitation. **BIDDERS ARE REQUIRED TO BID EITHER SCHEDULE 1 & SCHEDULE 2 - *OR* - SCHEDULE 1 & SCHEDULE 3. BIDDERS ARE NOT REQUIRED TO BID ON BOTH SCHEDULE 2 AND SCHEDULE 3** to be considered responsive.

B. SPECIFICATIONS

1. Replace Section 00 21 00 Instructions to Bidders in its entirety with the attached Section 00 21 00 Instructions to Bidders.
2. Replace Section 00 41 00 Bid Form in its entirety with the attached Section 00 41 00 Bid Form.
3. Replace Page 26 of Item P-501 Cement Concrete Pavement with the attached Item P-501 page 26.
4. Item 00 52 00 Contract
    a. Delete contract time schedule table under paragraph 4.02 and replace with the following two tables.

SCHEDULE 1 & 2

Description	Substantial Completion
Phase 1	21 calendar days
Phase 2	60 calendar days
With Additive Alternate 2	*Additional 7 days*
Phase 3	60 calendar days
Additive Alternate 1	*(Concurrent with Phase 3)*
Phase 4A	14 calendar days
Phase 4B	7 calendar days
Total Project	**148 calendar days**

SCHEDULE 1 & 3

Description	Substantial Completion
Phase 1	21 calendar days
Phase 2	46 calendar days
With Additive Alternate 2	*Additional 5 days*
Phase 3	28 calendar days
Additive Alternate 1	*(Concurrent with Phase 3)*
Phase 4A	14 calendar days
Phase 4B	7 calendar days
Total Project	**100 calendar days**

C. PLANS

1. Replace all plan drawings with the attached Addendum 5 plan drawings.

By: _____

Roger S. Knobeloch, P.E.
Project Manager

Attachments:
A. 00 21 00 INSTRUCTIONS TO BIDDERS
B. 00 41 00 BID FORM
C. Item P-501 CEMENT CONCRETE PAVEMENT page 26
D. Addendum 5 Plan Set, Sheet 1 – Sheet 25

END OF ADDENDUM NO. 5

00 21 00 INSTRUCTIONS TO BIDDERS

ARTICLE 1 – DEFINED TERMS

1.01 Terms used in these Instructions to Bidders not otherwise defined have the meanings indicated in the General Provisions. Additional terms used in these Instructions to Bidders have the meanings indicated below which are applicable to both the singular and plural thereof:

A. *Successful Bidder* – The lowest responsible Bidder submitting a responsive Bid to whom Owner (on the basis of Owner's evaluation as hereinafter provided) makes an award.

B. *Issuing Office* – The office from which the Bidding Documents are to be issued.

ARTICLE 2 – COPIES OF BIDDING DOCUMENTS

2.01 Complete sets of the Bidding Documents may be obtained from the Issuing Office in the number and format stated in the advertisement or invitation to bid.

2.02 Complete sets of Bidding Documents shall be used in preparing Bids; neither Owner nor Engineer assumes any responsibility for errors or misinterpretations resulting from the use of incomplete sets of Bidding Documents.

2.03 Owner and Engineer, in making copies of Bidding Documents available on the above terms, do so only for the purpose of obtaining Bids for the Work and do not authorize or confer a license for any other use.

ARTICLE 3 – QUALIFICATIONS OF BIDDERS

3.01 To demonstrate Bidder's qualifications to perform the Work, Bidder shall submit written evidence establishing its qualifications such as financial data, previous experience, and present commitments, as detailed in Section 00 45 13 Qualifications Statement, which must be completed in ink and returned for evaluation **with the Bid,** along with any Owner required documentation.

3.02 The criteria which will be used to determine the lowest responsive and responsible Bidder are as follows:

A. Responsive Bidder: Means a Bidder who has submitted a Bid which conforms in all material respects to the Bidding Documents.

B. Responsible Bidder: Means a Bidder who has the capacity and capability in all respects to perform fully the contract requirements and who has the integrity and reliability to assure good faith performance. Among factors to be considered in determining whether the Bidder meets these standards, are:

1. financial, material, equipment, facility, and personnel resources and expertise necessary to meet contractual requirements;

2. a record of integrity;

3. a record of successful completion, defined as, completion of a project within a reasonable time and budget;

4. qualified legally to contract with the Owner, and;

5. has not failed to supply any necessary information in connection with the inquiry concerning responsibility.

3.03 A Bidder's failure to submit required qualification information within the times indicated may disqualify Bidder from receiving an award of the Contract.

3.04 No requirement in this Article 3 to submit information will prejudice the right of Owner to seek additional pertinent information regarding Bidder's qualifications.

3.05 Bidder is advised to carefully review those portions of the Bid Form requiring Bidder's representations and certifications.

ARTICLE 4 – SITE AND OTHER AREAS; EXISTING SITE CONDITIONS; EXAMINATION OF SITE; OWNER'S SAFETY PROGRAM; OTHER WORK AT THE SITE

4.01 *Site and Other Areas*

A. The Project site is identified in the Bidding Documents. By definition, the "Site" includes rights-of-way, easements, and other lands furnished by Owner for the use of the Contractor. Any additional lands required for temporary construction facilities, construction equipment, or storage of materials and equipment, and any access needed for such additional lands, are to be obtained and paid for by Contractor.

4.02 *Existing Site Conditions*

A. Subsurface and Physical Conditions; Hazardous Environmental Conditions

1. The Special Provisions identify:

a. those reports known to Owner of explorations and tests of subsurface conditions at or adjacent to the Site.

b. those drawings known to Owner of physical conditions relating to existing surface or subsurface structures at the Site (except Underground Facilities).

c. reports and drawings known to Owner relating to Hazardous Environmental Conditions that have been identified at or adjacent to the Site.

d. Technical Data contained in such reports and drawings.

2. Owner will make pdf digital copies of reports and drawings referenced above available to any Bidder on request. These reports and drawings are not part of the Contract Documents, but the Technical Data contained therein upon whose accuracy Bidder is entitled to rely, as provided in the General Provisions, has been identified and established in the Special Provisions. Bidder is responsible for any interpretation or conclusion Bidder draws from any Technical Data or any other data, interpretations, opinions, or information contained in such reports or shown or indicated in such drawings.

3. If the Special Provisions do not identify Technical Data, the default definition of Technical Data set forth in Section 10 of the General Provisions will apply.

B. Underground Facilities: Information and data shown or indicated in the Bidding Documents with respect to existing Underground Facilities at or contiguous to the Site are set forth in the Contract Documents and are based upon information and data furnished to Owner and Engineer by owners of such Underground Facilities, including Owner, or others.

C. Adequacy of Data: Provisions concerning responsibilities for the adequacy of data furnished to prospective Bidders with respect to subsurface conditions, other physical conditions, and Underground Facilities, and possible changes in the Bidding Documents due to differing or unanticipated subsurface or physical conditions appear in the Special Provisions. Provisions concerning responsibilities for the adequacy of data furnished to prospective Bidders with respect to a Hazardous Environmental Condition at the Site, if any, and possible changes in the Contract Documents due to any Hazardous Environmental Condition uncovered or revealed at the Site which was not shown or indicated in the Plans or Specifications or identified in the Contract Documents to be within the scope of the Work, appear in the Special Provisions.

4.03 *Site Visit and Testing by Bidders*

A. Bidder shall conduct Site visit(s) by appointment, during normal working hours, and shall not disturb any ongoing operations at the Site.

B. Bidder is not required to conduct any subsurface testing of Site conditions.

C. On request, and to the extent Owner has control over the Site, and schedule permitting, the Owner will provide Bidder access to the Site to conduct such additional examinations, investigations, explorations, tests, and studies as Bidder deems necessary for preparing and submitting a successful Bid. Owner will not have any obligation to grant such access if doing so is not practical because of existing operations, security or safety concerns, or restraints on Owner's authority regarding the Site.

D. Bidder shall comply with all applicable laws and regulations regarding excavation and location of utilities, obtain all permits, and comply with all terms and conditions established by Owner or by property owners or other entities controlling the Site with respect to schedule, access, existing operations, security, liability insurance, and applicable safety programs.

E. Bidder shall fill all holes and clean up and restore the Site to its former condition upon completion of such explorations, investigations, tests, and studies.

4.04 *Owner's Safety Program*

A. If applicable, Site visits and work at the Site will be governed by an Owner safety program. If an Owner safety program exists, it will be noted in the Special Provisions.

4.05 *Other Work at the Site*

A. Reference is made to Section 70-04 of the General Provisions for the identification of the general nature of other work that is to be performed at the Site by Owner or others (such as utilities and other prime contractors) that relates to the Work for which a Bid is to be submitted. On request, Owner will provide to each Bidder for examination access to or copies of contract documents (other than portions thereof related to price) for such other work.

ARTICLE 5 – BIDDER'S REPRESENTATIONS

5.01 It is the responsibility of each Bidder before submitting a Bid to:

A. Examine and carefully study the Bidding Documents, and any data and reference items identified in the Bidding Documents;

B. Visit the Site, conduct a thorough, alert visual examination of the Site and adjacent areas, and become familiar with and satisfy itself as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work;

C. Become familiar with and satisfy itself as to all laws and regulations that may affect cost, progress, and performance of the Work;

D. Carefully study all: (1) reports of explorations and tests of subsurface conditions at or adjacent to the Site and all drawings of physical conditions relating to existing surface or subsurface structures at the Site that have been identified in the Special Provisions, especially with respect to Technical Data in such reports and drawings, and (2) reports and drawings relating to Hazardous Environmental Conditions, if any, at or adjacent to the Site that have been identified in the Special Provisions, especially with respect to Technical Data in such reports and drawings;

E. Consider the information known to Bidder itself; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Bidding Documents; and the Site-related reports and drawings identified in the Bidding Documents, with respect to the effect of such information, observations, and documents on (1) the cost, progress, and performance of the Work; (2) the means, methods,

techniques, sequences, and procedures of construction to be employed by Bidder; and (3) Bidder's safety precautions and programs;

F. Agree, based on the information and observations referred to in the preceding paragraph, that at the time of submitting its Bid no further examinations, investigations, explorations, tests, studies, or data are necessary for the determination of its Bid for performance of the Work at the price bid and within the times required, and in accordance with the other terms and conditions of the Bidding Documents;

G. Become aware of the general nature of the work to be performed by Owner and others at the Site that relates to the Work as indicated in the Bidding Documents;

H. Promptly give Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder discovers in the Bidding Documents and confirm that the written resolution thereof by Engineer is acceptable to Bidder;

I. Determine that the Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for the performance and furnishing of the Work; and

J. Agree that the submission of a Bid will constitute an incontrovertible representation by Bidder that Bidder has complied with every requirement of this Article, that without exception the Bid and all prices in the Bid are premised upon performing and furnishing the Work required by the Bidding Documents and applying any specific means, methods, techniques, sequences, and procedures of construction that may be shown or indicated or expressly required by the Bidding Documents, that Bidder has given Engineer written notice of all conflicts, errors, ambiguities, and discrepancies that Bidder has discovered in the Bidding Documents and the written resolutions thereof by Engineer are acceptable to Bidder, and that the Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performing and furnishing the Work.

ARTICLE 6 – PRE-BID CONFERENCE

6.01 **An optional** pre-Bid conference will be held at the date and time identified in the Advertisement for Bids and addenda as appropriate. Representatives of Owner and Engineer will be present to discuss the Project. Bidders **should** attend and participate in the conference. Engineer will transmit to all prospective Bidders of record such addenda as Engineer considers necessary in response to questions arising at the conference. Oral statements may not be relied upon and will not be binding or legally effective.

ARTICLE 7 – INTERPRETATIONS AND ADDENDA

7.01 All questions about the meaning or intent of the Bidding Documents are to be submitted to Engineer in writing. Interpretations or clarifications considered necessary by Engineer in response to such questions will be issued by addenda delivered to all parties recorded as having received the Bidding Documents. Questions received less than forty-eight (48) hours prior to the date for opening of Bids may not be answered. Only questions answered by addenda will be binding. Oral and other interpretations or clarifications will be without legal effect.

7.02 Addenda may be issued to clarify, correct, supplement, or change the Bidding Documents. The final addenda shall be issued at a minimum of twenty-four (24) hours prior to the opening of bids' date and time.

ARTICLE 8 – BID SECURITY

8.01 A Bid must be accompanied by bid security made payable to Owner in an amount of **5 percent** of Bidder's maximum Bid price (determined by adding the base bid and all alternates) and in the form of a cashier's or certified check, or a Bid bond (on the form included in the Bidding Documents) issued by a surety meeting requirements acceptable to the owner.

8.02 The Bid security of the apparent Successful Bidder will be retained until Owner awards the Contract to such Bidder, and such Bidder has executed the Contract Documents, furnished the required Contract security, and met the other conditions of the Notice of Award, whereupon the Bid security will be released. If the Successful Bidder fails to execute and deliver the Contract Documents and furnish the required Contract security within 15 days after the Notice of Award, Owner may consider Bidder to be in default, annul the Notice of Award, and the Bid security of that Bidder will be forfeited. Such forfeiture shall be Owner's exclusive remedy if Bidder defaults as set forth in this Section 8.02.

8.03 The Bid security of other Bidders that Owner believes to have a reasonable chance of receiving the award may be retained by Owner until the earlier of seven days after the Effective Date of the Contract or **91** days after the Bid opening, whereupon Bid security furnished by such Bidders will be released.

8.04 Bid security of other Bidders that Owner believes do not have a reasonable chance of receiving the award will be released within seven days after the Bid opening.

ARTICLE 9 – CONTRACT TIMES

9.01 The number of days within which, or the dates by which, milestones are to be achieved and the Work is to be substantially completed and ready for final payment are set forth in the Contract.

ARTICLE 10 – LIQUIDATED DAMAGES

10.01 Provisions for liquidated damages, if any, for failure to timely attain a milestone, substantial completion, or completion of the Work in readiness for final payment, are set forth in the Contract.

ARTICLE 11 – SUBSTITUTE AND "OR-EQUAL" ITEMS

11.01 See Section 60-03 of the General Provisions.

11.02 All prices that Bidder sets forth in its Bid shall be based on the presumption that the Contractor will furnish the materials and equipment specified or described in the Bidding Documents, as supplemented by addenda. Any assumptions regarding the possibility of post-Bid approvals of "or-equal" or substitution requests are made at Bidder's sole risk.

ARTICLE 12 – SUBCONTRACTORS, SUPPLIERS, AND OTHERS

12.01 Bidders shall submit Section 00 43 36, List of Proposed Subcontractors with the Bid, for prior approval of the Owner.

If requested by Owner, before executing any subcontract, and within three (3) days after Bid opening, the apparent Successful Bidder, and any other Bidder so requested, shall submit an experience statement with pertinent information regarding similar projects and other evidence of qualification for each such subcontractor, supplier, or other individual or entity. If Owner or Engineer, after due investigation, has reasonable objection to any proposed subcontractor, supplier, individual, or entity, Owner may, before the Notice of Award is given, request apparent Successful Bidder to submit an acceptable substitute, in which case apparent Successful Bidder shall submit a substitute, Bidder's Bid price will be increased (or decreased) by the difference in cost occasioned by such substitution, and Owner may consider such price adjustment in evaluating Bids and making the Contract award. Declining to make requested substitutions will **not** constitute grounds for forfeiture of the Bid security of any Bidder.

12.02 If apparent Successful Bidder declines to make any such substitution, Owner may award the Contract to the next lowest Bidder that proposes to use acceptable subcontractors, suppliers, or other individuals or entities.

12.03 The quantities of work or material stated in unit price items of the Bid are supplied only to give an indication of the general scope of the Work; the Owner does not expressly or by implication agree that the actual amount of work or material will correspond therewith.

ARTICLE 13 – PREPARATION OF BID

13.01 The Bid Form is included with the Bidding Documents.

A. The Owner's bidding documents state the location and description of the proposed construction; the place, date, and time of opening of the proposals; and the estimated quantities of the various items of work to be performed and materials to be furnished for which unit bid prices are asked. The bidding documents states the time in which the work must be completed, and the amount of the proposal guaranty that must accompany the proposal. The Owner will accept only those Proposals properly executed on physical forms or electronic forms provided by the Owner. Bidder actions that may cause the Owner to deem a proposal irregular are given in Article 19 *EVALUATION OF BIDS AND AWARD OF CONTRACT.*

B. All blanks on the Bid Form shall be completed either in ink or type and the Bid Form signed in ink. Erasures or alterations shall be initialed in ink by the person signing the Bid Form. A Bid price shall be indicated for each section, Bid item, alternate, adjustment unit price item, and unit price item listed therein.

C. Mobilization is limited to 10 percent of the total project cost.

D. If the Bid Form expressly indicates that submitting pricing on a specific alternate item is optional, and Bidder elects to not furnish pricing for such optional alternate item, then Bidder may enter the words “No Bid” or “Not Applicable.”

E. A conditional Bid will not be considered.

13.02 A Bid by a corporation or partnership shall be executed in the corporate or partnership name by an officer (whose title must appear under the signature), accompanied by evidence of authority to sign. The corporate or partnership address and state of incorporation shall be shown. The corporate seal shall be affixed and attested by the corporate secretary or an assistant corporate secretary.

13.03 A Bid by a limited liability company shall be executed in the name of the firm by a member or other authorized person and accompanied by evidence of authority to sign. The state of formation of the firm and the official address of the firm shall be shown.

13.04 A Bid by an individual shall show the Bidder’s name and official address.

13.05 A Bid by a joint venture shall be executed by an authorized representative of each joint venture partner in the manner indicated on the Bid Form. The official address of the joint venture shall be shown.

13.06 All names shall be printed in ink below the signatures.

13.07 The Bid shall contain an acknowledgment of receipt of all addenda, the numbers of which shall be filled in on the Bid Form.

13.08 Postal and e-mail addresses and telephone number for communications regarding the Bid shall be shown.

13.09 The Bid shall contain evidence of Bidder’s authority and qualification to do business in the state where the Project is located, or Bidder shall covenant in writing to obtain such authority and qualification prior to award of the Contract and attach such covenant to the Bid. Bidder’s state contractor license number, if any, shall also be shown on the Bid Form.

ARTICLE 14 – BASIS OF BID

14.01 Schedules

A. Bidders shall submit a Bid on a unit price basis for Schedule 1 and Schedule 2 *or* Schedule 1 and Schedule 3 as provided for in the Bid Form. Bidders are not required to bid on both Schedule 2 and Schedule 3.

B. No order of priority is implied by schedule number or order.

C. Discrepancies between words and figures will be resolved in favor of the figures.

14.02 Base Bid with Alternates

A. Bidders shall submit a Bid on a unit price basis for the Base Bid and include a separate price for each alternate for each schedule for which a bid is submitted described in the Bidding Documents and as provided for in the Bid Form. The price for each alternate will be the amount added to or deleted from the base Bid if Owner selects the alternate.

B. In the comparison of Bids, alternates will be applied in the same order of priority as listed in the Bid Form.

C. Discrepancies between words and figures will be resolved in favor of the figures.

14.03 Unit Price

A. Bidders shall submit a Bid on a unit price basis for each item of Work listed in the unit price section of the Bid Form.

B. The “Bid Price” (sometimes referred to as the extended price) for each unit price Bid item will be the product of the “Estimated Quantity” (which Owner or its representative has set forth in the Bid Form) for the item and the corresponding “Bid Unit Price” offered by the Bidder. The total of all unit price Bid items will be the sum of these “Bid Prices”; such total will be used by Owner for Bid comparison purposes. The final quantities and Contract price will be determined in accordance with Section 90 of the General Provisions. Quantities may be increased or decreased as provided in the General Provisions Section 40, paragraph 40-02, Alteration of Work and Quantities, without in any way invalidating the unit bid prices.

C. Discrepancies between the multiplication of units of Work and unit prices will be resolved in favor of the unit prices. Discrepancies between the indicated sum of any column of figures and the correct sum thereof will be resolved in favor of the correct sum.

14.04 Allowances

A. For cash allowances the Bid price shall include such amounts as the Owner deems proper for Contractor's overhead, costs, profit, and other expenses on account of cash allowances, if any, named in the Contract Documents.

ARTICLE 15 – SUBMITTAL OF BID

15.01 The Bid Form is to be completed and submitted with the Bid security and the other documents required to be submitted under the terms of Article 7 of the Bid Form.

15.02 A Bid shall be received no later than the date and time prescribed and at the place indicated in the advertisement or invitation to bid and shall be enclosed in a plainly marked package with the Project title and number(s) (and, if applicable, the designated portion of the Project for which the Bid is submitted), the name and address of Bidder, and shall be accompanied by the Bid security and other required documents. If a Bid is sent by mail or other delivery system, the sealed envelope containing the Bid shall be enclosed in a separate package plainly marked on the outside with the notation “AIRPORT BID ENCLOSED.” The Bidders name and return address shall be plainly

marked on the package. Mailed Bid shall be addressed to **ATTN: RENAE GRIESS 1228 N. DENVER AVE., HASTINGS, NE 68901.**

15.03 Bids received after the date and time prescribed for the opening of bids, or not submitted at the correct location or in the designated manner, will not be accepted and will be returned to the Bidder unopened.

ARTICLE 16 – MODIFICATION AND WITHDRAWAL OF BID

16.01 A Bid may be withdrawn by an appropriate document duly executed in the same manner that a Bid must be executed and delivered to the place where Bids are to be submitted prior to the date and time for the opening of Bids. Upon receipt of such notice, the unopened Bid will be returned to the Bidder.

16.02 If a Bidder wishes to modify its Bid prior to Bid opening, Bidder must withdraw its initial Bid in the manner specified in Paragraph 16.01 and submit a new Bid prior to the date and time for the opening of Bids.

16.03 If within 24 hours after Bids are opened any Bidder files a duly signed written notice with Owner and promptly thereafter demonstrates to the reasonable satisfaction of Owner that there was a material and substantial mistake in the preparation of its Bid, that Bidder may withdraw its Bid, and the Bid security will be returned. Thereafter, if the Work is rebid, that Bidder may be disqualified from further bidding on the Work, at the discretion of the Owner.

ARTICLE 17 – OPENING OF BIDS

17.01 Bids will be opened at the time and place indicated in the Advertisement to bid and, unless obviously non-responsive, read aloud publicly. An abstract of the amounts of the base Bids and major alternates, if any, will be made available to Bidders after the opening of Bids.

ARTICLE 18 – BIDS TO REMAIN SUBJECT TO ACCEPTANCE

18.01 All Bids will remain subject to acceptance for the period of time stated in the Bid Form, but Owner may, in its sole discretion, release any Bid and return the Bid security prior to the end of this period.

ARTICLE 19 – EVALUATION OF BIDS AND AWARD OF CONTRACT

19.01 Owner reserves the right to reject any or all Bids, including without limitation, nonconforming, nonresponsive, unbalanced, or conditional Bids. Owner will reject the Bid of any Bidder that Owner finds, after reasonable inquiry and evaluation, to not be responsible. If Bidder purports to add terms or conditions to its Bid, takes exception to any provision of the Bidding Documents, or attempts to alter the contents of the Contract Documents for purposes of the Bid, then the Owner will reject the Bid as nonresponsive. Owner also reserves the right to waive technicalities, if such waiver is in the best interest of the Owner and is in conformance with applicable state and local laws or regulations pertaining to the letting of construction contracts; advertise for new Bids; or proceed with the work otherwise.

19.02 If Owner awards the contract for the Work, such award shall be to the responsible Bidder submitting the lowest responsive Bid.

19.03 Evaluation of Bids

A. In evaluating Bids, Owner will consider whether or not the Bids comply with the prescribed requirements, and such alternates, unit prices, and other data, as may be requested in the Bid Form or prior to the Notice of Award.

B. In the comparison of Bids, alternates will be considered based on available budget. Alternates will be considered separately and are not cumulative or listed in priority order. The acceptance

or rejection of any or all of these bid alternates is at the option of the Owner. Determination of the Successful Bidder will be based on the lowest aggregate of the base bid and additive alternates selected for award. After determination of the Successful Bidder based on this comparative process and on the responsiveness, responsibility, and other factors set forth in these Instructions, the award may be made to said Successful Bidder on its base Bid and any combination of its additive alternate Bids for which Owner determines funds will be available at the time of award.

C. For the determination of the apparent low Bidder when unit price bids are submitted, Bids will be compared on the basis of the total of the products of the estimated quantity of each item and unit price Bid for that item, together with any lump sum items.

D. In the comparison of Bids, no priority is implied by schedule number or order. For comparison purposes schedules will be accepted, based on greatest value to the Owner within the available project budget. After determination of the Successful Bidder based on this comparative process and on the responsiveness, responsibility, and other factors set forth in these Instructions to Bidders, the award may be made to said Successful Bidder for the schedule in which the Owner determines funds will be available at the time of award.

19.04 In evaluating whether a Bidder is responsible, Owner will consider the qualifications of the Bidder and may consider the qualifications and experience of subcontractors and suppliers proposed for those portions of the Work for which the identity of subcontractors and suppliers must be submitted as provided in the Bidding Documents.

19.05 Irregular proposals. Proposals shall be considered irregular for the following reasons:

a. If the proposal is on a form other than that furnished by the Owner, or if the Owner's form is altered, or if any part of the proposal form is detached.

b. If there are unauthorized additions, conditional or alternate pay items, or irregularities of any kind that make the proposal incomplete, indefinite, or otherwise ambiguous.

c. If the proposal does not contain a unit price for each pay item listed in the proposal, except in the case of authorized alternate pay items, for which the bidder is not required to furnish a unit price.

d. If the proposal contains unit prices that are obviously unbalanced.

e. If the proposal is not accompanied by the proposal guaranty specified by the Owner.

f. If the applicable Disadvantaged Business Enterprise information is incomplete.

The Owner reserves the right to reject any irregular proposal and the right to waive technicalities if such waiver is in the best interest of the Owner and conforms to local laws and ordinances pertaining to the letting of construction contracts

19.06 Owner may conduct such investigations as Owner deems necessary to establish the responsibility, qualifications, and financial ability of Bidders and any proposed subcontractors or suppliers.

19.07 More than one Bid for the same Work from an individual or entity under the same or different names will not be considered. Reasonable grounds for believing that any Bidder has an interest in more than one Bid for the Work may be cause for disqualification of that Bidder and the rejection of all Bids in which that Bidder has an interest.

19.08 If the Contract is to be awarded, Owner will award the Contract to the Bidder whose Bid is in the best interests of the Owner.

19.09 Unless otherwise indicated, a single award will not be made for less than all the Bid Items of an individual Bid schedule. In the event the Work is contained in more than one Bid schedule, the Owner may award schedules individually or in combination. In the case of two or more Bid schedules which are alternative to each other, only one of such alternative schedules will be awarded.

19.10 **Cancellation of award**. The Owner reserves the right to cancel the award without liability to the bidder, except return of proposal guaranty, at any time before a contract has been fully executed by all parties and is approved by the Owner in accordance with Article 21 *Signing of Contract.*

ARTICLE 20 – BONDS AND INSURANCE

20.01 At the time of the execution of the contract, the successful bidder shall furnish the Owner a surety bond or bonds that have been fully executed by the bidder and the surety guaranteeing the performance of the work and the payment of all legal debts that may be incurred by reason of the Contractor's performance of the work. The surety and the form of the bond or bonds shall be acceptable to the Owner. Unless otherwise specified in this subsection, the surety bond or bonds shall be in a sum equal to the full amount of the contract.

ARTICLE 21 – SIGNING OF CONTRACT

21.01 When Owner issues a Notice of Award to the Successful Bidder, it shall be accompanied by the unexecuted counterparts of the Contract along with the other Contract Documents as identified in the Contract. Within 15 days thereafter, Successful Bidder shall execute and deliver the required number of counterparts of the Contract (and any bonds and insurance documentation required to be delivered by the Contract Documents) to Owner. The Owner shall deliver one fully executed counterpart of the Contract to Successful Bidder, together with printed and electronic copies of the Contract Documents as stated in Section 50-05 of the General Provisions.

ARTICLE 22 – SALES AND USE TAXES

22.01 The project **Owner is** exempt from **NE** state sales and use taxes on materials and equipment to be incorporated in the Work. Said taxes **shall not** be included in the Bid.

ARTICLE 23 – RETAINAGE

23.01 Provisions concerning Contractor's rights to deposit securities in lieu of retainage are set forth in the Section 90-06 of the General Provisions.

ARTICLE 24 – CONTRACTS TO BE ASSIGNED

24.01 Not Used

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END OF INSTRUCTIONS TO BIDDERS

00 41 00 BID FORM

ARTICLE 1 – BID RECIPIENT

1.01 This Bid is submitted to:

CITY OF HASTINGS
ATTN: RENAE GRIESS
1228 N. DENVER AVE.,
HASTINGS, NE 68901

1.02 The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an Agreement with Owner in the form included in the Bidding Documents to perform all Work as specified or indicated in the Bidding Documents for the prices and within the times indicated in this Bid and in accordance with the other terms and conditions of the Bidding Documents.

ARTICLE 2 – BIDDER'S ACKNOWLEDGEMENTS

2.01 Bidder accepts all of the terms and conditions of the Instructions to Bidders, including without limitation those dealing with the disposition of Bid security. This Bid will remain subject to acceptance for **90** days after the Bid opening, or for such longer period of time that Bidder may agree to in writing upon request of Owner.

2.02 In submitting this Bid, Bidder acknowledges and accepts Contractor's representations as more fully set forth in the Contract.

2.03 In submitting this Bid, Bidder certifies Bidder is qualified to do business in the State of NE as required by laws, rules and regulations or, if allowed by statute, covenants to obtain such qualification prior to contract award.

ARTICLE 3 – BIDDER'S REPRESENTATIONS

3.01 In submitting this Bid, Bidder represents that:

A. Bidder has examined and carefully studied the Bidding Documents, and any data and reference items identified in the Bidding Documents, and hereby acknowledges receipt of the following addenda:

Addendum No.	**Addendum, Date**

B. Bidder has visited the Site, conducted a thorough, alert visual examination of the Site and adjacent areas, and become familiar with and satisfied itself as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.

C. Bidder is familiar with and has satisfied itself as to all laws and regulations that may affect cost, progress, and performance of the Work.

D. Bidder has carefully studied all: (1) reports of explorations and tests of subsurface conditions at or adjacent to the Site and all drawings of physical conditions relating to existing surface or subsurface structures at the Site that have been identified in the Special Provisions, especially with respect to Technical Data in such reports and drawings, and (2) reports and drawings relating to Hazardous Environmental Conditions, if any, at or adjacent to the Site that have been identified in the Special Provisions, especially with respect to Technical Data in such reports and drawings.

E. Bidder has considered the information known to Bidder itself; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Bidding Documents; and any Site-related reports and drawings identified in the Bidding Documents, with respect to the effect of such information, observations, and documents on (1) the cost, progress, and performance of the Work; (2) the means, methods, techniques, sequences, and procedures of construction to be employed by Bidder; and (3) Bidder's safety precautions and programs.

F. Bidder agrees, based on the information and observations referred to in the preceding paragraph, that no further examinations, investigations, explorations, tests, studies, or data are necessary for the determination of this Bid for performance of the Work at the price bid and within the times required, and in accordance with the other terms and conditions of the Bidding Documents.

G. Bidder is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Bidding Documents.

H. Bidder has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder has discovered in the Bidding Documents, and confirms that the written resolution thereof by Engineer is acceptable to Bidder.

I. The Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for the performance and furnishing of the Work.

J. The submission of this Bid constitutes an incontrovertible representation by Bidder that Bidder has complied with every requirement of this Article, and that without exception the Bid and all prices in the Bid are premised upon performing and furnishing the Work required by the Bidding Documents.

K. The submission of the Bid constitutes that applicable sales taxes are included in the stated Bid prices for the work, unless provision is made herein for the bidder to separately itemize the estimated amount of sales tax.

L. By submitting a bid/proposal under this solicitation, the Bidder understands that the bid/proposal is subjected to the Davis-Bacon Act, including prevailing wage rates**,** and the Contract Work hours and Safety Standards Act.

M. By submitting a bid/proposal, the Bidder understands that the bid/proposal is subjected to the Federal Aviation Administration requirements referenced in the Special Provisions.

ARTICLE 4 – BIDDER'S CERTIFICATION

4.01 Bidder certifies that:

A. This Bid is genuine and not made in the interest of or on behalf of any undisclosed individual or entity and is not submitted in conformity with any collusive agreement or rules of any group, association, organization, or corporation;

B. Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid;

C. Bidder has not solicited or induced any individual or entity to refrain from bidding; and

D. Bidder has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for the Contract. For the purposes of this Paragraph 4.01.D:

1. "corrupt practice" means the offering, giving, receiving, or soliciting of any thing of value likely to influence the action of a public official in the bidding process;
2. "fraudulent practice" means an intentional misrepresentation of facts made (a) to influence the bidding process to the detriment of Owner, (b) to establish bid prices at artificial non-competitive levels, or (c) to deprive Owner of the benefits of free and open competition;
3. "collusive practice" means a scheme or arrangement between two or more Bidders, with or without the knowledge of Owner, a purpose of which is to establish bid prices at artificial, non-competitive levels; and
4. "coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

ARTICLE 5 – BASIS OF BID

5.01 Bidder acknowledges that (1) each Bid unit price includes an amount considered by Bidder to be adequate to cover Contractor's overhead and profit for each separately identified item, and (2) estimated quantities are not guaranteed, and are solely for the purpose of comparison of Bids, and final payment for all unit price Bid items will be based on actual quantities, determined as provided in the Contract Documents.

5.02 Bidder will complete the Work in accordance with the Contract Documents for the enclosed prices.

5.03 BID ALTERNATES

A. The undersigned Bidder offers to make, at the bid alternate prices (Additive) following, the changes in the Work covered in the total bid price set forth in unit price schedule ("Total Base Bid Price") that are specified in the bid alternates priced below:

B. It is understood that:

1. All bid alternate prices for each schedule bid shall be filled in. (For example, Additive Alternate 1 and Additive Alternate 2 ***or*** Additive Alternate 1 and Additive Alternate 3.) The work detailed by the bid alternate(s) is an extension of the nature of the work for the Total Base Bid Price's project. This proposal requires that the undersigned Bidder propose on all work detailed by the Total Base Bid Price's project and the decrease in work as detailed by each and all of the bid alternates. Failure to comply with this requirement of submitting a price for each and all of the bid alternates may render the Bid non-responsive and may cause its rejection.
2. *Any bid items contained within the alternate unit price schedule that are measured quantities (TN, SY, CY, SF, LF, EA, etc.) shall match exactly the unit price found within the base bid unit price schedule. Lump sum bid items will not be required to meet this requirement.*
3. The acceptance or rejection of any or all of these bid alternates is at the option of the Owner.
4. Acceptance or rejection of bid alternates will not necessarily be made on the basis of price alone.
5. The acceptance or rejection of one or more bid alternates will not affect the Total Base Bid Project bid, nor other conditions of this bid, nor the price of other accepted bid alternates.
6. Reference Document 00 21 00, Article 19 for Method of Award.

7. The undersigned has carefully examined the plans and other contractual documents and has coordinated the scopes between the Total Base Bid Documents and the Bid Alternate Documents. Through submittal of a bid, the undersigned agrees and understands that the documents have been prepared with the highest level of care in the effort to coordinate the scopes of the Total Base Bid Project documents and the Bid Alternate documents. The undersigned agrees and accepts the responsibilities to coordinate and construct all required interconnections and coordination facilities between the Total Base Bid Project and any of, any combination of, and/or a total combination of the Bid Alternates to develop complete and operational facilities that meet the regulatory requirements for the facilities and the requirements set forth by these contract documents.

5.04 BID SCHEDULES

A. There are three unit price schedules.

B. It is understood that:

1. Schedule 1 and Schedule 2 *or* Schedule 1 and Schedule 3 must be completed. *Bidders are not required to bid on both Schedule 2 and Schedule 3.*

2. All bid prices for each schedule bid shall be filled in. Failure to comply with this requirement of submitting a price for each schedule bid and completing two schedules as indicated above may render the Bid non-responsive and may cause its rejection.

3. The acceptance or rejection of any or all of these bid schedules is at the option of the Owner.

4. Acceptance or rejection of bid schedules will not necessarily be made on the basis of price alone.

5. Reference Document 00 21 00, Article 19 for Method of Award.

ARTICLE 6 – TIME OF COMPLETION

6.01 Bidder agrees that the Work will be substantially complete and will be completed and ready for final payment in accordance with Section 90-09 of the General Provisions on or before the dates or within the number of calendar days indicated in the Contract.

6.02 Bidder accepts the provisions of the Agreement as to liquidated damages.

ARTICLE 7 – ATTACHMENTS TO THIS BID

7.01 The following documents are submitted with and made a condition of this Bid:

A. Required Bid security (00 43 13);

B. List of Proposed Subcontractors (00 43 36)

C. Evidence of authority to do business in the state of the Project; or a written covenant to obtain such license within the time for acceptance of Bids;

D. Contractor's License No.: _____ or Evidence of Bidder's ability to obtain a State Contractor's License and a covenant by Bidder to obtain said license within the time for acceptance of Bids;

E. Required Bidder Qualifications Statement (00 45 13) with supporting data; and

F. DBE Participation Reporting (00 45 39)

G. Bidder Certifications (00 45 46)

ARTICLE 8 – DEFINED TERMS

8.01 The terms used in this Bid with initial capital letters have the meanings stated in the Instructions to Bidders, the General Provisions, and the Special Provisions.

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UNIT PRICES - SCHEDULE 1
PCCP REPAIRS

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
ELIGIBLE COST - PCCP REPAIRS						
1	SS-110-3.1	Concrete Curb	LF	40		
2	SS-120-3.1	Construction Safety and Security	LS	1		
3	SS-262-5.1	Tiedown Anchor, Type 1	EA	12		
4	SS-262-5.2	Tiedown Anchor, Type 2	EA	15		
5	SS-262-5.3	Tiedown Rope	EA	12		
6	C-100-14.1	Contractor Quality Control Program (CQCP)	LS	1		
7	C-105-6.1	Mobilization (Maximum 10% of Total Bid)	LS	1		
8	P-101-5.1	Pavement Removal	SY	610		
9	P-101-5.2	Concrete Pavement Panel Removal	CY	130		
10	P-101-5.4	Joint Repair	LF	22,000		
11	P-101-5.5	Crack Repair	LF	1,000		
12	P-101-5.6	Concrete Spall Repair	SF	50		
13	P-101-5.8	Diamond Grinding	LF	30		
14	P-152-4.1	Unsuitable Excavation For Panel Replacements	CY	438		
15	P-152-4.2	Unsuitable Excavation	CY	610		
16	P-208-5.1	Aggregate Base Course, 6-Inches	SY	610		
17	P-501-8.1	Concrete Pavement (Panel Replacement)	CY	130		
18	P-501-8.2	Concrete Pavement, 6-Inches	SY	610		
19	P-501-8.4	Concrete Reinforcement	SY	55		
20	P-620-5.1	Pavement Marking Removal	SF	300		
21	P-620-5.2	Yellow Pavement Marking (Reflective)	SF	1,000		
22	P-620-5.3	Black Pavement Marking (Non-Reflective)	SF	1,050		

TOTAL - SCHEDULE 1 (ELIGIBLE) _____

INELIGIBLE COST - PCCP REPAIRS						
23	SS-263-4.1	Valve or Meter Box Adjusted to Grade	EA	1		
24	P-101-5.1	Pavement Removal	SY	570		
25	P-101-5.4	Joint Repair	LF	1,500		
26	P-101-5.5	Crack Repair	LF	100		
27	P-101-5.6	Concrete Spall Repair	SF	5		
28	P-101-5.8	Diamond Grinding	LF	50		
29	P-152-4.2	Unsuitable Excavation	CY	570		
30	P-208-5.1	Aggregate Base Course, 6-Inches	SY	570		
31	P-501-8.2	Concrete Pavement, 6-Inches	SY	570		
32	P-501-8.4	Concrete Reinforcement	SY	15		

TOTAL - SCHEDULE 1 (INELIGIBLE) _____

TOTAL BID - SCHEDULE 1 _____

UNIT PRICES - ADD. ALT. 1
TAXIWAY SHOULDER REMOVAL

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
1	SS-120-3.1	Construction Safety and Security	LS	1		
2	SS-120-3.2	Lockout / Tagout	LS	1		
3	SS-220-5.1	Pavement Edge Grading	LF	1,300		
4	SS-220-5.2	Clean and Reshape Ditches	LF	80		
5	P-101-5.3	Asphalt Shoulder Pavement Removal	SY	1,450		
6	P-904-5.1	Sodding	SY	1,450		

TOTAL BID - ADD. ALT. 1 _____

UNIT PRICES - SCHEDULE 2
CONCRETE RECONSTRUCTION

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
1	C-100-14.1	Contractor Quality Control Program (CQCP)	LS	1		
2	P-101-5.1	Pavement Removal	SY	2,008		
3	P-152-4.2	Unsuitable Excavation	CY	1,004		
4	P-208-5.1	Aggregate Base Course, 6-Inches	SY	2,008		
5	P-501-8.3	Concrete Pavement, 8-Inches	SY	2,008		
6	P-501-8.4	Concrete Reinforcement	SY	250		

TOTAL BID - SCHEDULE 2 _____

UNIT PRICES - ADD. ALT. 2
SOUTH APRON CONCRETE RECONSTRUCTION

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
1	SS-350-5.1	Automatic Gate Vehicle Loop Detector System, Installed	LS	1		
2	P-101-5.1	Pavement Removal	SY	1,500		
3	P-152-4.2	Unsuitable Excavation	CY	750		
4	P-208-5.1	Aggregate Base Course, 6-Inches	SY	1,500		
5	P-501-8.2	Concrete Pavement, 6-Inches	SY	1,500		
6	P-501-8.4	Concrete Reinforcement	SY	20		

TOTAL BID - ADD. ALT. 2 _____

UNIT PRICES - SCHEDULE 3
ASPHALT REHABILITATION

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
1	SS-221-5.1	Sawing and Sealing Joints in New Asphalt Pavement	LF	2,960		
2	C-100-14.1	Contractor Quality Control Program (CQCP)	LS	1		
3	C-105-6.1	Mobilization (Maximum 10% of Total Bid)	LS	1		
4	P-101-5.7	Cold Milling (±2.5-Inch)	SY	1,920		
5	P-403-8.1	Asphalt Mixture Surface Course	TON	270		

TOTAL BID - SCHEDULE 3 _____

UNIT PRICES - ADD. ALT. 3
SOUTH APRON ASPHALT REHABILITATION

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
1	SS-221-5.1	Sawing and Sealing Joints in New Asphalt Pavement	LF	2,640		
2	SS-350-5.1	Automatic Gate Vehicle Loop Detector System, Installed	LS	1		
3	P-101-5.7	Cold Milling (±2.5-Inch)	SY	1,500		
4	P-403-8.1	Asphalt Mixture Surface Course	TON	220		

TOTAL BID - ADD. ALT. 3 _____

Additional Insurance Charge: If there is an additional charge for the insurance naming the City of Hastings and the Engineer as an additional insured, the amount must be shown here. The amount shown will not change the total bid. A blank or inserting a zero will mean the Bidder's insurance company does not charge an extra fee for naming the City of Hastings and the Engineer as an additional insured per the Special Provisions.

$_____

ARTICLE 9 – BID SUBMITTAL

BIDDER: *[Indicate correct name of bidding entity]*

_____

By:
[Signature] _____

[Printed name] _____
(If Bidder is a corporation, a limited liability company, a partnership, or a joint venture, attach evidence of authority to sign.)

Attest:
[Signature] _____

[Printed name] _____

Title: _____

Submittal Date: _____

Address for giving notices:

_____

_____

_____

Telephone Number: _____

Fax Number: _____

Contact Name and e-mail address: _____

_____

Bidder's License No.: _____
(where applicable)

~~For each lot accepted, the adjusted contract unit price shall be the product of the lot pay factor for the lot and the contract unit price. Payment shall be subject to the total project payment limitation specified in paragraph 501-8.1. Payment in excess of 100% for accepted lots of concrete pavement shall be used to offset payment for accepted lots of concrete pavement that achieve a lot pay factor less than 100%; except for rejected lots which remain in place and/or sublots with adjustments for repairs.~~

b. Adjusted payment for repairs. The PWL lot pay factor shall be reduced by 5% and be no higher than 95% for sublots which contain repairs in accordance with paragraph 501-4.19 on more than 20% of the slabs within the sublot. Payment factors greater than 100 percent for the strength and thickness cannot be used to offset adjustments for repairs.

c. Adjusted payment for grinding. The ~~PWL~~ lot pay factor shall be reduced by 5% and be no higher than 95% for sublots with grinding over 25% of a sublot.

d. Profilograph Roughness. Not used.

e. Payment. Payment shall be made under:

Item P-501-8.1 Concrete Pavement (Panel Replacement) – per cubic yard

Item P-501-8.2 Concrete Pavement, 6-Inches – per square yard

Item P-501-8.3 Concrete Pavement, 8-Inches – per square yard

Item P-501-8.4 Concrete Reinforcement – per square yard

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)

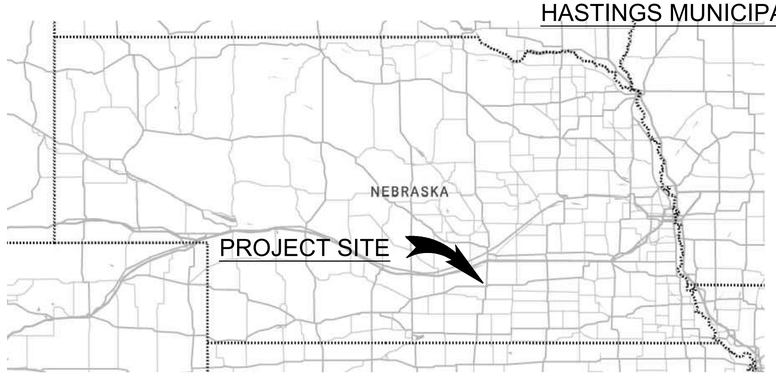
ASTM A184	Standard Specification for Welded Deformed Steel Bar Mats for Concrete Reinforcement
ASTM A615	Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement
ASTM A704	Standard Specification for Welded Steel Plain Bar or Rod Mats for Concrete Reinforcement
ASTM A706	Standard Specification for Low-Alloy Steel Deformed and Plain Bars for Concrete Reinforcement
ASTM A775	Standard Specification for Epoxy-Coated Steel Reinforcing Bars
ASTM A884	Standard Specification for Epoxy-Coated Steel Wire and Welded Wire Reinforcement
ASTM A934	Standard Specification for Epoxy-Coated Prefabricated Steel Reinforcing Bars
ASTM A996	Standard Specification for Rail-Steel and Axle-Steel Deformed Bars for Concrete Reinforcement
ASTM A1035	Standard Specification for Deformed and Plain, Low-Carbon, Chromium, Steel Bars for Concrete Reinforcement
ASTM A1064	Standard Specification for Carbon-Steel Wire and Welded Wire Reinforcement, Plain and Deformed, for Concrete
ASTM A1078	Standard Specification for Epoxy-Coated Steel Dowels for Concrete Pavement

APRON REHABILITATION

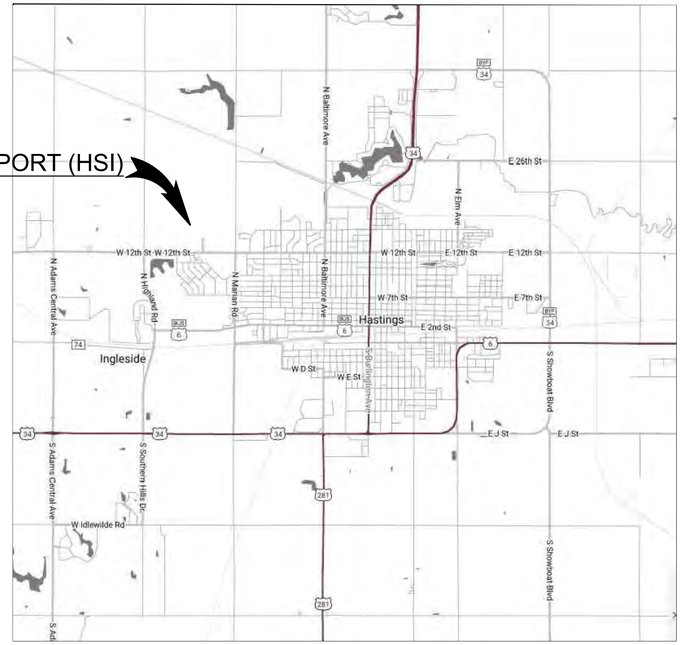
HASTINGS MUNICIPAL AIRPORT (HSI)

CITY OF HASTINGS,
HASTINGS, NEBRASKA

ISSUE FOR BID



LOCATION MAP



VICINITY MAP

NO SCALE

1

Sheet List Table

Sheet Number	*Drawing Number*	*Sheet Title*
1	GI-001	COVER SHEET
1A	GI-002	SUMMARY OF QUANTITIES
2	GI-101	PROJECT LAYOUT PLAN
3	GC-100	CONSTRUCTION SAFETY AND PHASING PLAN OVERALL
4	GC-101	CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1
5	GC-102	CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2
6	GC-103	CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 3
7	GC-104	CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 4A
8	GC-105	CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 4B
9	GC-106	CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 4B RW 14-32 CLOSURE
10	GC-201	CSPP NOTES AND DETAILS 1
11	GC-202	CSPP NOTES AND DETAILS 2
12	CV-101	EXISTING CONDITIONS
13	CR-001	PAVEMENT REHABILITATION PLAN 1 - CONCRETE RECONSTRUCTION
13A	CR-001A	PAVEMENT REHABILITATION PLAN 1A - ASPHALT REHABILITATION
14	CR-002	PAVEMENT REHABILITATION PLAN 2
15	CR-101	PAVEMENT REHABILITATION DETAILS 1
16	CR-102	PAVEMENT REHABILITATION DETAILS 2
17	CR-103	PAVEMENT REHABILITATION DETAILS 3
18	CP-001	TYPICAL SECTIONS
19	CP-002	GATE VEHICLE DETECTOR DETAILS
20	CE-101	EROSION CONTROL DETAILS
21	CL-101	ELEVATION PLAN (SCHEDULE 2)
21A	CL-102A	ELEVATION PLAN (SCHEDULE 3)
~~22~~	~~CJ-101~~	~~WEST APRON RECONSTRUCTION JOINT LAYOUT~~
22A	CJ-102	JOINTING PLAN (SCHEDULE 2)
23	CM-101	MARKING REMOVAL PLAN
24	CM-102	MARKING PLAN
25	CM-201	MARKING DETAILS

GARVER PROJECT NO. 23A27150
MAY 2025

AIP # 3-31-0040-21-2024
AIP # 3-31-0040-22-2024
AIP # 3-31-0040-23-2024

GARVER
233 South 13th Street
Suite 1100
Lincoln, NE 68508
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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

COVER SHEET

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
GI-001

SHEET NUMBER 1

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Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:28 PM Plotter used: DWG To PDF.pc3

1

SCHEDULE 1 (PCCP REPAIRS)

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY
ELIGIBLE COST - PCCP REPAIRS				
1	SS-110-3.1	Concrete Curb	LF	40
2	SS-120-3.1	Construction Safety and Security	LS	1
3	SS-262-5.1	Tiedown Anchor, Type 1	EA	12
4	SS-262-5.2	Tiedown Anchor, Type 2	EA	15
5	SS-262-5.3	Tiedown Rope	EA	12
6	C-100-14.1	Contractor Quality Control Program (CQCP)	LS	1
7	C-105-6.1	Mobilization (Maximum 10% of Total Bid)	LS	1
8	P-101-5.1	Pavement Removal	SY	610
9	P-101-5.2	Concrete Pavement Panel Removal	CY	130
10	P-101-5.4	Joint Repair	LF	22,000
11	P-101-5.5	Crack Repair	LF	1,000
12	P-101-5.6	Concrete Spall Repair	SF	50
13	P-101-5.8	Diamond Grinding	LF	30
14	P-152-4.1	Unsuitable Excavation For Panel Replacements	CY	438
15	P-152-4.2	Unsuitable Excavation	CY	610
16	P-208-5.1	Aggregate Base Course, 6-Inches	SY	610
17	P-501-8.1	Concrete Pavement (Panel Replacement)	CY	130
18	P-501-8.2	Concrete Pavement, 6-Inches	SY	610
19	P-501-8.4	Concrete Reinforcement	SY	55
20	P-620-5.1	Pavement Marking Removal	SF	300
21	P-620-5.2	Yellow Pavement Marking (Reflective)	SF	1,000
22	P-620-5.3	Black Pavement Marking (Non-Reflective)	SF	1,050

INELIGIBLE COST - PCCP REPAIRS				
23	SS-263-4.1	Valve or Meter Box Adjusted to Grade	EA	1
24	P-101-5.1	Pavement Removal	SY	570
25	P-101-5.4	Joint Repair	LF	1,500
26	P-101-5.5	Crack Repair	LF	100
27	P-101-5.6	Concrete Spall Repair	SF	5
28	P-101-5.8	Diamond Grinding	LF	50
29	P-152-4.2	Unsuitable Excavation	CY	570
30	P-208-5.1	Aggregate Base Course, 6-Inches	SY	570
31	P-501-8.2	Concrete Pavement, 6-Inches	SY	570
32	P-501-8.4	Concrete Reinforcement	SY	15

ADDITIVE ALTERNATE 1 (TAXIWAY C SHOULDER REMOVAL)

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY
ELIGIBLE COST - GA APRON REHABILITATION				
1	SS-120-3.1	Construction Safety and Security	LS	1
2	SS-120-3.2	Lockout / Tagout	LS	1
3	SS-220-5.1	Pavement Edge Grading	LF	1,300
4	SS-220-5.2	Clean and Reshape Ditches	LF	80
5	P-101-5.3	Asphalt Shoulder Pavement Removal	SY	1,450
6	P-904-5.1	Sodding	SY	1,450

SCHEDULE 2 (CONCRETE RECONSTRUCTION)

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY
ELIGIBLE COST - APRON RECONSTRUCTION				
1	C-100-14.1	Contractor Quality Control Program (CQCP)	LS	1
2	P-101-5.1	Pavement Removal	SY	2,008
3	P-152-4.2	Unsuitable Excavation	CY	1,004
4	P-208-5.1	Aggregate Base Course, 6-Inches	SY	2,008
5	P-501-8.3	Concrete Pavement, 8-Inches	SY	2,008
6	P-501-8.4	Concrete Reinforcement	SY	250

ADDITIVE ALTERNATE 2 (SOUTH APRON CONCRETE RECONSTRUCTION)

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY
ELIGIBLE COST - GA APRON REHABILITATION				
1	SS-350-5.1	Automatic Gate Vehicle Loop Detector System, Installed	LS	1
2	P-101-5.1	Pavement Removal	SY	1,500
3	P-152-4.2	Unsuitable Excavation	CY	750
4	P-208-5.1	Aggregate Base Course, 6-Inches	SY	1,500
5	P-501-8.2	Concrete Pavement, 6-Inches	SY	1,500
6	P-501-8.4	Concrete Reinforcement	SY	20

SCHEDULE 3 (ASPHALT REHABILITATION)

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY
ELIGIBLE COST - GA APRON REHABILITATION				
1	SS-221-5.1	Sawing and Sealing Joints in New Asphalt Pavement	LF	2,960
2	C-100-14.1	Contractor Quality Control Program (CQCP)	LS	1
3	C-105-6.1	Mobilization (Maximum 10% of Total Bid)	LS	1
4	P-101-5.7	Cold Milling (±2.5-Inch)	SY	1,920
5	P-403-8.1	Asphalt Mixture Surface Course	TON	270

ADDITIVE ALTERNATE 3 (SOUTH APRON ASPHALT REHABILITATION)

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY
ELIGIBLE COST - GA APRON REHABILITATION				
1	SS-221-5.1	Sawing and Sealing Joints in New Asphalt Pavement	LF	2,640
2	SS-350-5.1	Automatic Gate Vehicle Loop Detector System, Installed	LS	1
3	P-101-5.7	Cold Milling (±2.5-Inch)	SY	1,500
4	P-403-8.1	Asphalt Mixture Surface Course	TON	220

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

SUMMARY OF QUANTITIES

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
GI-002

SHEET NUMBER **1A**

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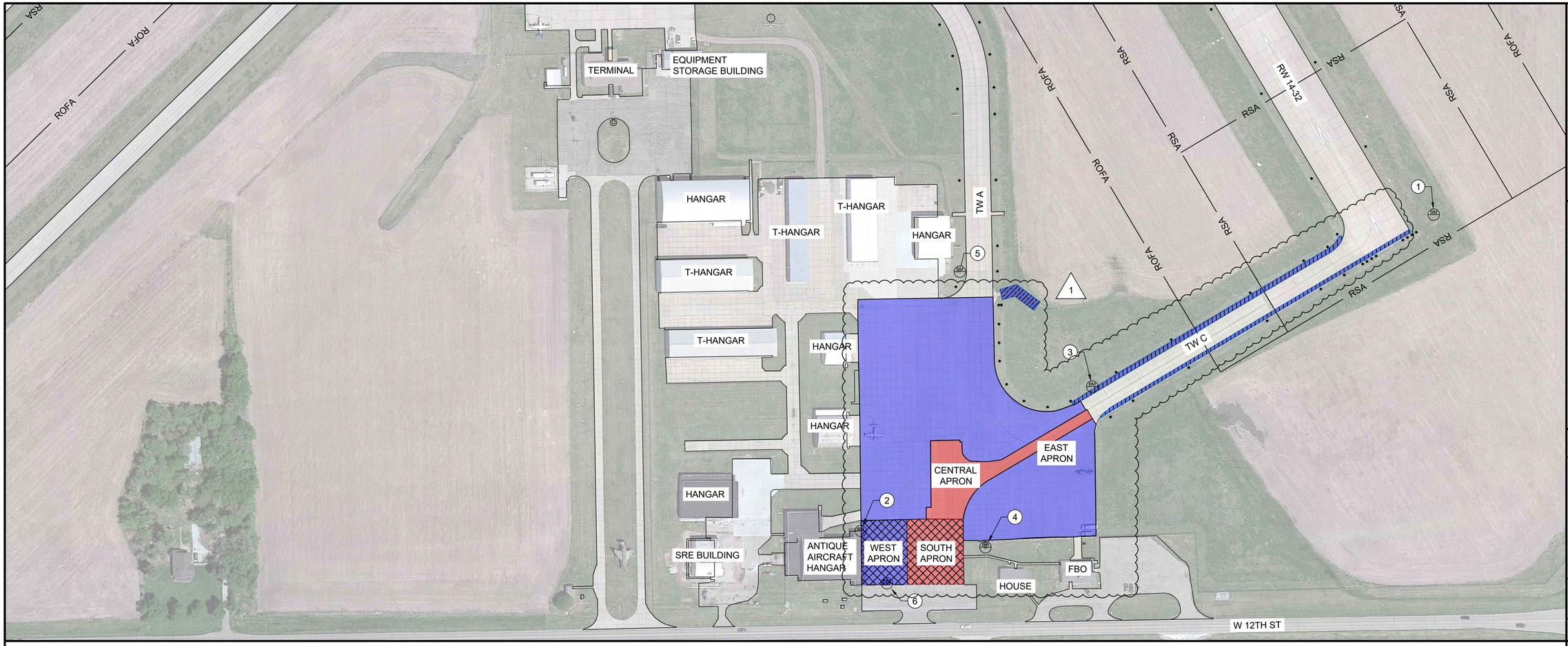

LEGEND

- CONCRETE PAVEMENT REPAIR: SELECT PANEL REPLACEMENT, JOINT/CRACK REPAIR, SPALL REPAIR, AND DIAMOND GRINDING (SCHEDULE 1)
- WEST APRON RECONSTRUCTION (SCHEDULE 1)
- TAXIWAY SHOULDER REMOVAL (ADDITIVE ALTERNATE 1)
- DITCH GRADING (ADDITIVE ALTERNATE 1)
- CONCRETE RECONSTRUCTION (SCHEDULE 2) OR ASPHALT REHABILITATION (SCHEDULE 3)
- SOUTH APRON RECONSTRUCTION (ADD ALT 2) OR ASPHALT REHABILITATION (ADD ALT 3)
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA

1

ITEMS OF WORK

SCHEDULE 1 - BASE BID: CONCRETE PAVEMENT REPAIRS. REPLACE IDENTIFIED PANELS, REPAIR CRACKS, JOINTS, CONCRETE PAVEMENT SPALLS, AND DIAMOND GRIND IDENTIFIED LOCATIONS. WEST APRON PAVEMENT RECONSTRUCTION. REMOVE EXISTING PAVEMENT, REMOVE AND REPLACE UNSUITABLE SUBGRADE, CONSTRUCT AGGREGATE BASE COURSE, CONSTRUCT CONCRETE PAVEMENT. INSTALL AIRCRAFT TIEDOWNS AND PAVEMENT MARKINGS.

SCHEDULE 1, ADD ALT 1: TAXIWAY C SHOULDER REMOVAL. REMOVE AND RE-GRADE TAXIWAY C 10-FOOT ASPHALT SHOULDERS. RE-GRADE DRAINAGE DITCH.

SCHEDULE 2 - BASE BID: CONCRETE PAVEMENT RECONSTRUCTION. REMOVE EXISTING PAVEMENT, REMOVE AND REPLACE UNSUITABLE SUBGRADE, CONSTRUCT AGGREGATE BASE COURSE, CONSTRUCT CONCRETE PAVEMENT.

SCHEDULE 2 - ADD ALT 2: SOUTH APRON CONCRETE PAVEMENT RECONSTRUCTION. REMOVE EXISTING PAVEMENT, REMOVE AND REPLACE UNSUITABLE SUBGRADE, CONSTRUCT AGGREGATE BASE COURSE, CONSTRUCT CONCRETE PAVEMENT.

SCHEDULE 3 - BASE BID: ASPHALT REHABILITATION. MILL AND OVERLAY ASPHALT PAVEMENT. SAW AND SEAL ASPHALT JOINTS ABOVE UNDERLYING CONCRETE JOINTS.

SCHEDULE 3, ADD ALT 3: SOUTH APRON ASPHALT REHABILITATION. MILL AND OVERLAY ASPHALT. SAW AND SEAL ASPHALT JOINTS ABOVE UNDERLYING CONCRETE JOINTS.

SURVEY CONTROL NOTES:

1. BASIS OF BEARING SHOWN IS THE NEBRASKA STATE PLANES COORDINATE SYSTEM NAD83.
2. THE CONTRACTOR SHALL PROTECT THE CONTROL POINTS. ANY DAMAGE TO THESE POINTS SHALL BE REPAIRED AT NO COST TO THE OWNER.
3. CONTRACTOR SHALL VERIFY CONTROL POINTS AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO BEGINNING CONSTRUCTION.

N

0 50' 100' 200' 300'

(IN FEET)

SURVEY CONTROL POINTS (#)

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	282959.93	2078557.04	1937.55	USGS DISK SET IN THE CONCRETE
2	282354.55	2077459.72	1943.23	BRASS PLATE 2.3' ABOVE GROUND ON NORTH FACE OF HANGAR NEAR NORHTEAST CORNER (NAV88)
3	282630.52	2077903.08	1938.99	STEEL ROUND PLATE SOUTH OF RUNWAY 32 DIRECTION SIGN
4	282323.09	2077698.43	1941.88	FLAG POLE FOOTING ON CENTER OF NORTHWEST ANCHOR BOLT
5	282850.70	2077649.54	1936.89	WESTERN MOST HEX BOLT ON FBO SIGN
6	282254.22	2077509.84	1943.79	TOP OF FIRE HYDRANT
7	284297.69	2077118.48	1943.54	USGS DISK SET IN CONCRETE

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

PROJECT
LAYOUT PLAN

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
GI-101

SHEET NUMBER **2**

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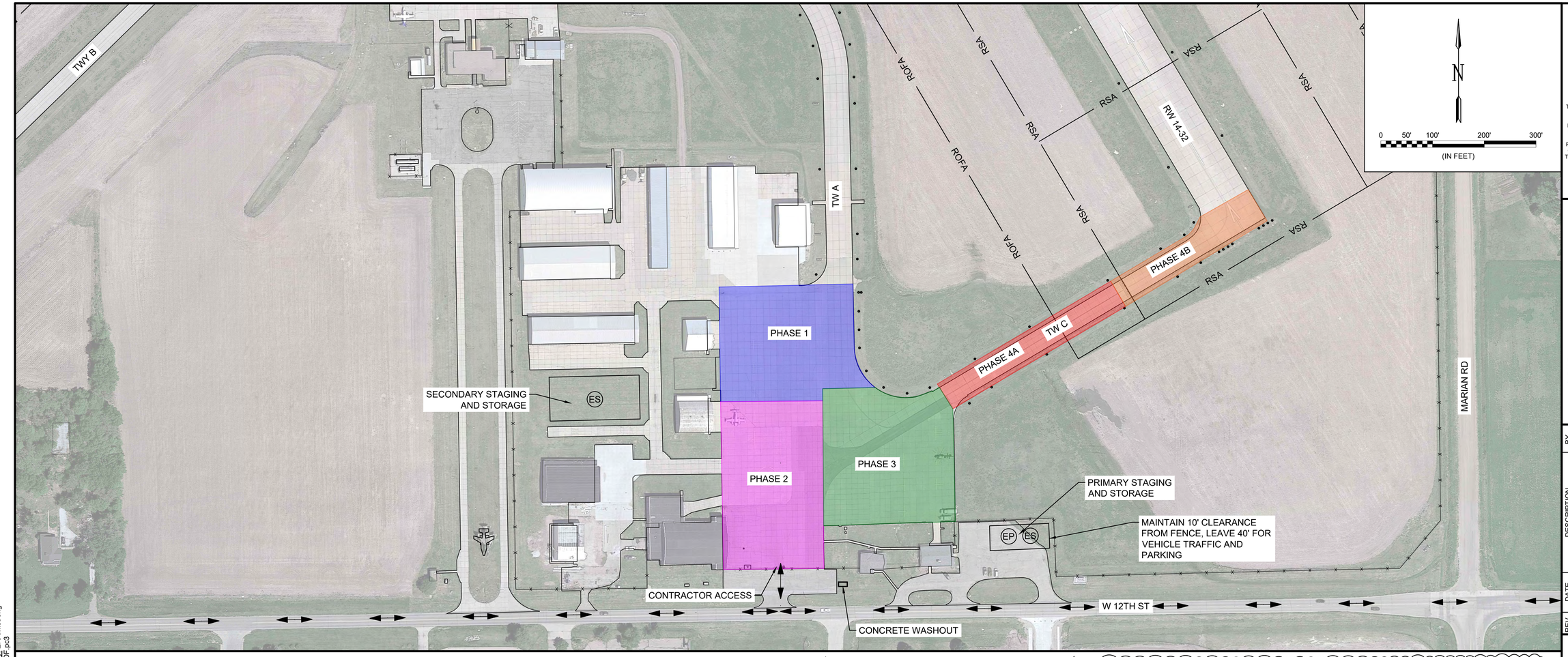


LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- PHASE 4A WORK AREA
- PHASE 4B WORK AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- (ES) EQUIPMENT STORAGE
- (EP) EMPLOYEE PARKING
- CONTRACTOR ROUTE

ITEMS OF WORK

1 SCHEDULE 1: PERFORM APRON PAVEMENT REHABILITATION REPAIRS. REPLACE IDENTIFIED PANELS. REPAIR CRACKS, JOINTS, AND CONCRETE PAVEMENT SPALLS.

2 SCHEDULE 1: PERFORM APRON PAVEMENT REHABILITATION REPAIRS. REPLACE IDENTIFIED PANELS. REPAIR CRACKS, JOINTS, CONCRETE PAVEMENT SPALLS, AND DIAMOND GRIND IDENTIFIED LOCATIONS. IN WEST APRON, REMOVE PAVEMENT AND UNSUITABLE EXCAVATION. CONSTRUCT AGGREGATE BASE COURSE AND PORTLAND CEMENT CONCRETE PAVEMENT.

SCHEDULE 2 & ADDITIVE ALTERNATIVE 2: REMOVE PAVEMENT AND UNSUITABLE EXCAVATION. CONSTRUCT AGGREGATE BASE COURSE AND PORTLAND CEMENT CONCRETE.

SCHEDULE 3 & ADDITIVE ALTERNATIVE 3: MILL AND OVERLAY ASPHALT PAVEMENT. SAW AND SEAL ASPHALT JOINTS ABOVE UNDERLYING CONCRETE JOINTS.

3 SCHEDULE 1: PERFORM APRON PAVEMENT REHABILITATION REPAIRS. REPLACE IDENTIFIED PANELS. REPAIR CRACKS, JOINTS, CONCRETE PAVEMENT SPALLS, AND DIAMOND GRIND IDENTIFIED LOCATIONS.

SCHEDULE 2 & ADDITIVE ALTERNATIVE 2: REMOVE PAVEMENT AND UNSUITABLE EXCAVATION. CONSTRUCT AGGREGATE BASE COURSE AND PORTLAND CEMENT CONCRETE.

SCHEDULE 3 & ADDITIVE ALTERNATIVE 3: MILL AND OVERLAY ASPHALT PAVEMENT. SAW AND SEAL ASPHALT JOINTS ABOVE UNDERLYING CONCRETE JOINTS.

4A ADDITIVE ALTERNATIVE 1: REMOVE AND REGRADE TAXIWAY C 10-FOOT ASPHALT SHOULDERS.

4B ADDITIVE ALTERNATIVE 1: REMOVE AND REGRADE TAXIWAY C 10-FOOT ASPHALT SHOULDERS.

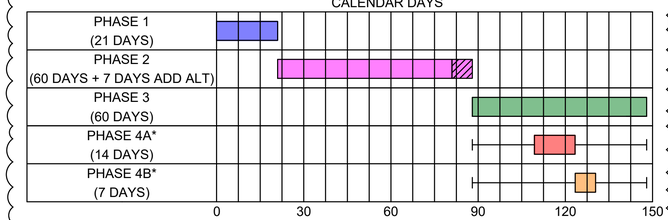
1

NOTES:

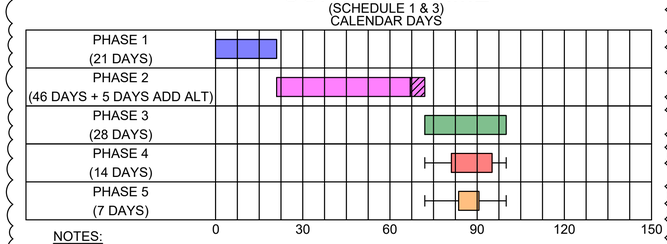
1. SEE CONSTRUCTION SAFETY AND PHASING NOTES GC-201-GC-202 FOR ADDITIONAL NOTES AND DETAILS.
2. LIGHTED BARRICADES SHOWN ON SHEETS GC-101-GC-106 ARE FOR GRAPHIC PURPOSES ONLY. THE CONTRACTOR SHALL DETERMINE THE QUANTITY OF LIGHTED BARRICADES REQUIRED TO COMPLETE THE WORK AS SHOWN AND IN ACCORDANCE WITH FAA AC 150/5370-2 (CURRENT EDITION).
3. CONTRACTOR SHALL HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES.
4. AIRPORT SECURITY SHALL BE MAINTAINED AT ALL TIMES. STORAGE OR PARKING OF EQUIPMENT, VEHICLES, AND MATERIAL SHALL NOT BE WITHIN 10' OF THE AIRPORT SECURITY FENCE.
5. A 14-DAY CURE PERIOD FOR CONCRETE PAVEMENT IS INCLUDED IN THE PHASE TIME. CONTRACTOR MAY PERFORM TESTING TO DEMONSTRATE OPENING STRENGTH HAS BEEN ATTAINED PRIOR TO THE 14-DAY PERIOD.
6. PROVIDE A FLAGGER FOR CONSTRUCTION VEHICLES AND EQUIPMENT CROSSING OPEN AIRCRAFT AREAS. AIRCRAFT SHALL ALWAYS HAVE THE RIGHT OF WAY.

1

CONTRACT TIME
(SCHEDULE 1 & 2)
CALENDAR DAYS



CONTRACT TIME
(SCHEDULE 1 & 3)
CALENDAR DAYS



NOTES:

* PHASE 4A AND 4B ARE ONLY APPLICABLE IF ADDITIVE ALTERNATE 1 IS AWARDED. NO ADDITIONAL PAYMENT SHALL BE MADE FOR DEMOBILIZATION AND REMOBILIZATION. REFER TO NOTE 19B ON GC-202.

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

CONSTRUCTION SAFETY AND PHASING PLAN OVERALL

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
GC-100

SHEET NUMBER **3**

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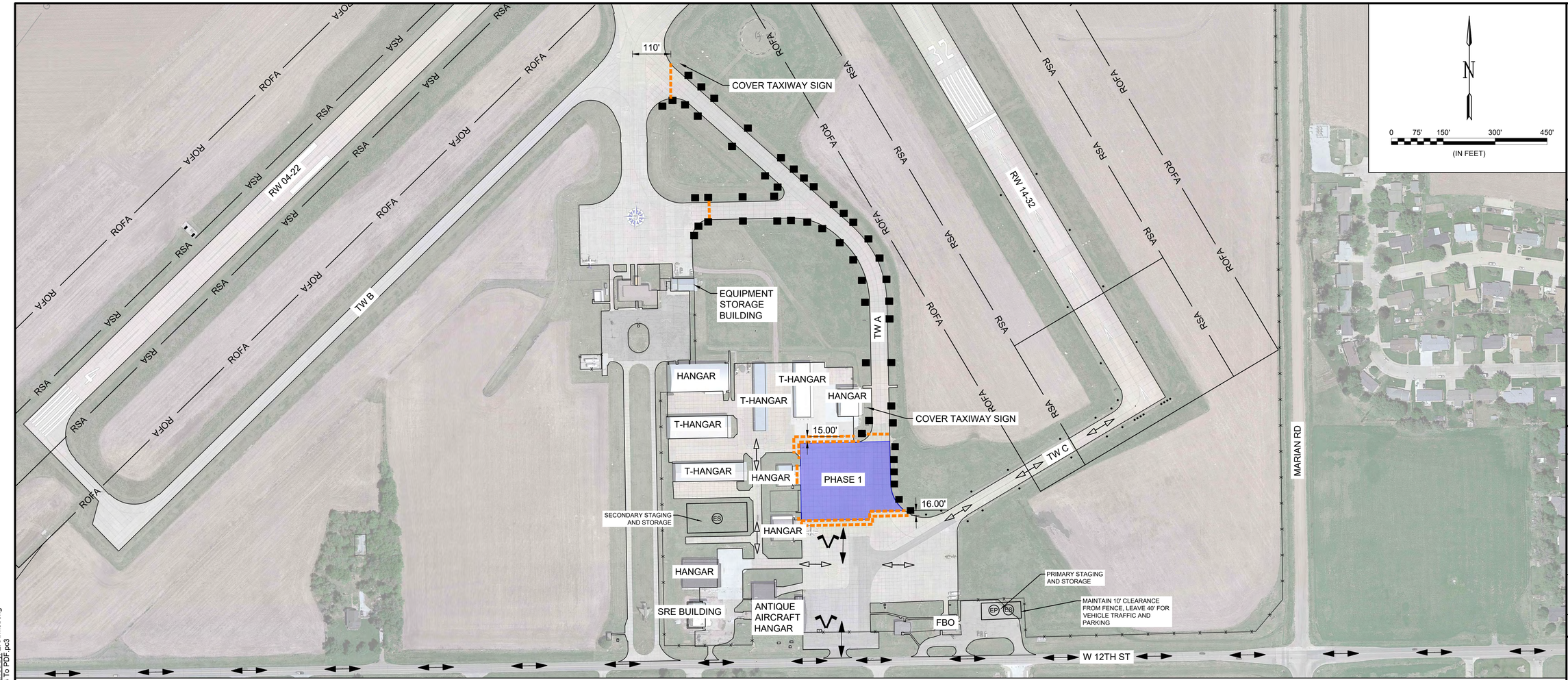
Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:29 PM Plotter used: DWG To PDF.pc3



LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- PHASE 4A WORK AREA
- PHASE 4B WORK AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- (ES) EQUIPMENT STORAGE
- (EP) EMPLOYEE PARKING
- CONTRACTOR ROUTE
- AIRCRAFT ROUTE
- LIGHTED BARRICADE
- COVERED LIGHT
- FLAGGER

ITEMS OF WORK

1 SCHEDULE 1: PERFORM APRON PAVEMENT REHABILITATION REPAIRS. REPLACE IDENTIFIED PANELS. REPAIR CRACKS, JOINTS, AND CONCRETE PAVEMENT SPALLS.

SEQUENCE OF CONSTRUCTION

1. COORDINATE NOTAMs WITH AIRPORT MANAGER
   A. TAXIWAY A CLOSED
   B. NORTH GA APRON CLOSED
2. INSTALL SAFETY MEASURES
3. REPLACE CONCRETE PANELS WHERE IDENTIFIED
4. REPAIR CONCRETE CRACKS WHERE IDENTIFIED
5. REPAIR CONCRETE SPALLS WHERE IDENTIFIED
6. RESEAL ALL JOINTS
7. INSTALL TIEDOWN ANCHORS AND PAVEMENT MARKINGS
8. CLEAN PHASE AREA AND REMOVE SAFETY MEASURES
9. COORDINATE NOTAM RETRACTIONS WITH AIRPORT MANAGER

1

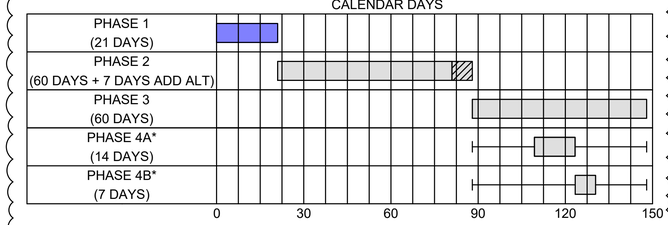
1. SEE PHASING OVERVIEW (GC-100) AND CONSTRUCTION SAFETY AND PHASING NOTES (GC-201-GC-202) FOR ADDITIONAL INFORMATION.

NOTES:

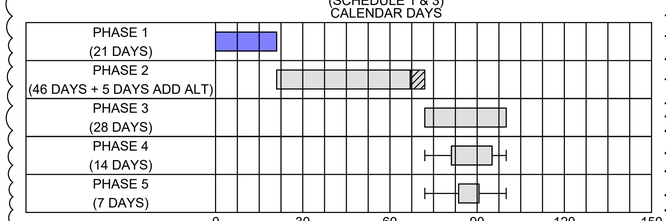
* PHASE 4A AND 4B ARE ONLY APPLICABLE IF ADDITIVE ALTERNATE 1 IS AWARDED. NO ADDITIONAL PAYMENT SHALL BE MADE FOR DEMOBILIZATION AND REMOBILIZATION. REFER TO NOTE 19B ON GC-202.

1

CONTRACT TIME
(SCHEDULE 1 & 2)
CALENDAR DAYS



CONTRACT TIME
(SCHEDULE 1 & 3)
CALENDAR DAYS



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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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DRAWING NUMBER
GC-101

SHEET NUMBER **4**

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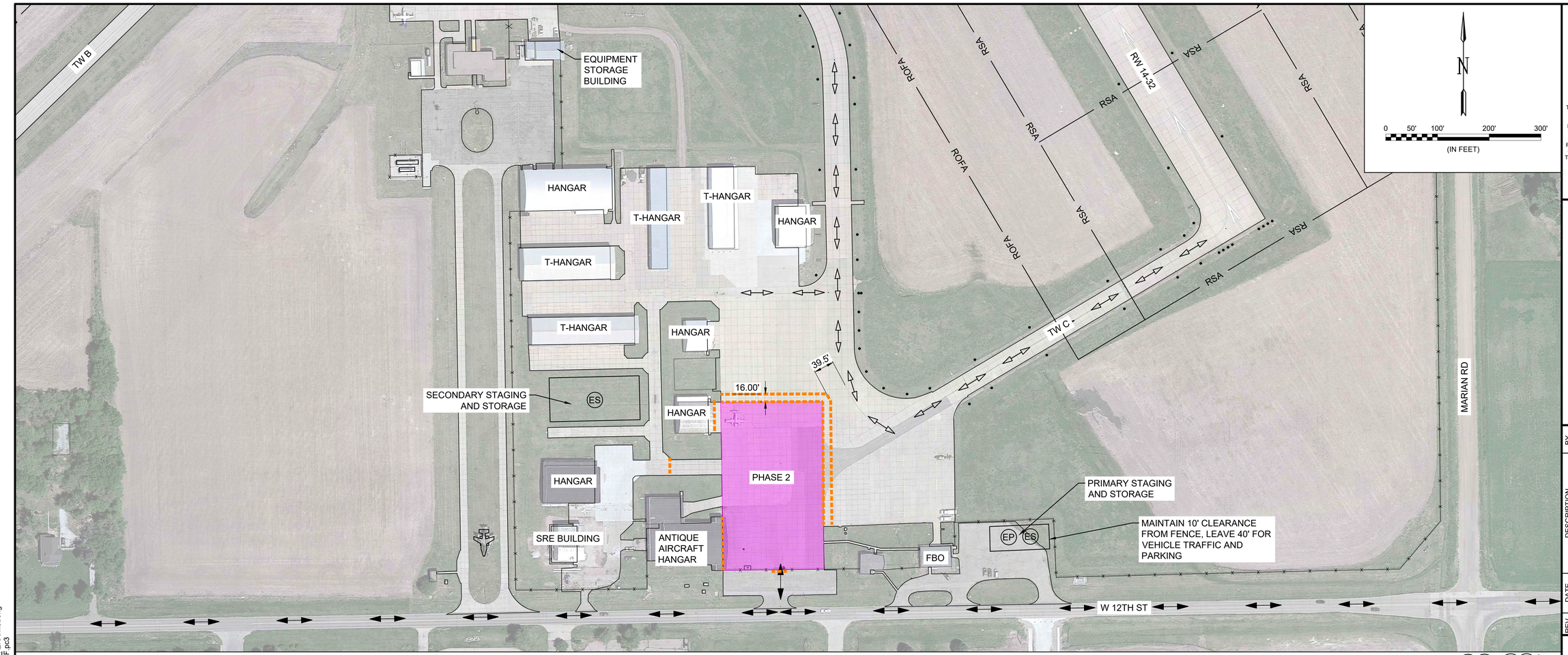
Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:29 PM Plotter used: DWG To PDF.pc3



LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- PHASE 4A WORK AREA
- PHASE 4B WORK AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- (ES) EQUIPMENT STORAGE
- (EP) EMPLOYEE PARKING
- CONTRACTOR ROUTE
- AIRCRAFT ROUTE
- LIGHTED BARRICADE

ITEMS OF WORK

2

SCHEDULE 1: PERFORM APRON PAVEMENT REHABILITATION REPAIRS. REPLACE IDENTIFIED PANELS. REPAIR CRACKS, JOINTS, CONCRETE PAVEMENT SPALLS, AND DIAMOND GRIND IDENTIFIED LOCATIONS. IN WEST APRON, REMOVE PAVEMENT AND UNSUITABLE EXCAVATION. CONSTRUCT AGGREGATE BASE COURSE AND PORTLAND CEMENT CONCRETE PAVEMENT.

SCHEDULE 2 & ADDITIVE ALTERNATIVE 2: REMOVE PAVEMENT AND UNSUITABLE EXCAVATION. CONSTRUCT AGGREGATE BASE COURSE AND PORTLAND CEMENT CONCRETE.

SCHEDULE 3 & ADDITIVE ALTERNATIVE 3: MILL AND OVERLAY ASPHALT PAVEMENT. SAW AND SEAL ASPHALT JOINTS ABOVE UNDERLYING CONCRETE JOINTS.

1. SEE PHASING OVERVIEW AND CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL INFORMATION.

1

SEQUENCE OF CONSTRUCTION

START OF PHASE:

1. COORDINATE NOTAMS WITH AIRPORT MANAGER
   A. SOUTH GA APRON CLOSED
2. INSTALL SAFETY MEASURES

SCHEDULE 1:

3. REPLACE CONCRETE PANELS WHERE IDENTIFIED
4. REPAIR CONCRETE CRACKS AND SPALLS WHERE IDENTIFIED
5. RESEAL ALL JOINTS
6. SAW AND SEAL ASPHALT JOINTS
7. INSTALL TIEDOWN ANCHORS AND PAVEMENT MARKINGS

SCHEDULE 2 & ADDITIVE ALTERNATIVE 2:

8. REMOVE CONCRETE PAVEMENT.
9. COMPLETE UNSUITABLE EXCAVATION.
10. CONSTRUCT AGGREGATE BASE COURSE.
11. CONSTRUCT PORTLAND CEMENT CONCRETE PAVEMENT.

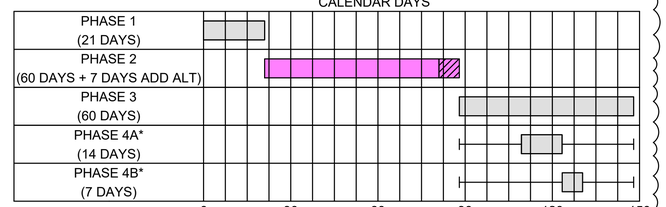
SCHEDULE 3 & ADDITIVE ALTERNATIVE 3:

12. MILL EXISTING ASPHALT PAVEMENT
13. CONSTRUCT ASPHALT OVERLAY
14. SAW AND SEAL ASPHALT JOINTS ABOVE UNDERLYING CONCRETE JOINTS.

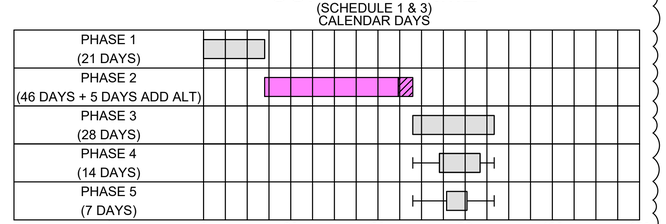
END OF PHASE:

15. CLEAN PHASE AREA AND REMOVE SAFETY MEASURES
16. COORDINATE NOTAM RETRACTION WITH AIRPORT MANAGER AT THE END OF PHASE.

CONTRACT TIME
(SCHEDULE 1 & 2)
CALENDAR DAYS



CONTRACT TIME
(SCHEDULE 1 & 3)
CALENDAR DAYS



NOTES:

* PHASE 4A AND 4B ARE ONLY APPLICABLE IF ADDITIVE ALTERNATE 1 IS AWARDED. NO ADDITIONAL PAYMENT SHALL BE MADE FOR DEMOBILIZATION AND REMOBILIZATION. REFER TO NOTE 19B ON GC-202.

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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DRAWING NUMBER
GC-102

SHEET NUMBER **5**

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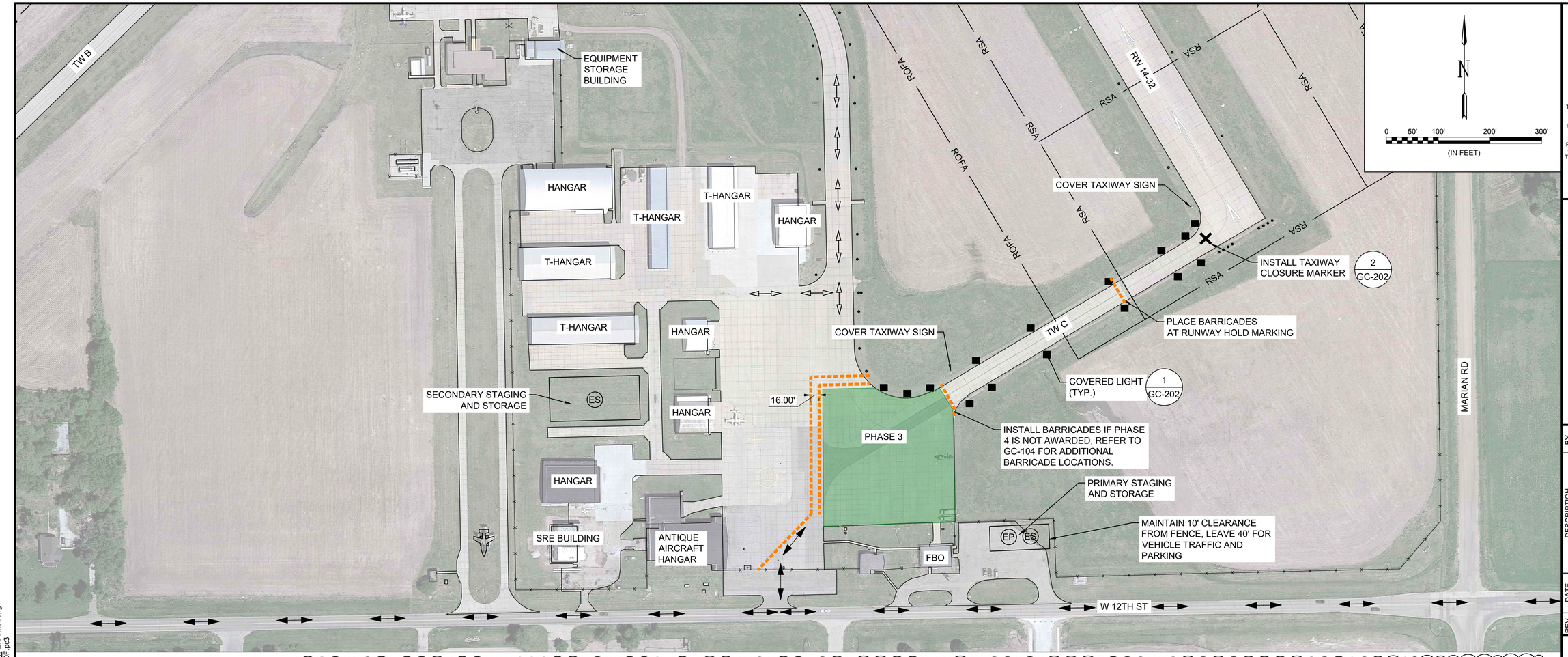
Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:29 PM Plotter used: DWG To PDF.pc3



LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- PHASE 4A WORK AREA
- PHASE 4B WORK AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- (ES) EQUIPMENT STORAGE
- (EP) EMPLOYEE PARKING
- CONTRACTOR ROUTE
- AIRCRAFT ROUTE
- LIGHTED BARRICADE
- COVERED LIGHT

ITEMS OF WORK

3

SCHEDULE 1: PERFORM APRON PAVEMENT REHABILITATION REPAIRS. REPLACE IDENTIFIED PANELS. REPAIR CRACKS, JOINTS, CONCRETE PAVEMENT SPALLS, AND DIAMOND GRIND IDENTIFIED LOCATIONS.

SCHEDULE 2 & ADDITIVE ALTERNATIVE 2: REMOVE PAVEMENT AND UNSUITABLE EXCAVATION. CONSTRUCT AGGREGATE BASE COURSE AND PORTLAND CEMENT CONCRETE.

SCHEDULE 3 & ADDITIVE ALTERNATIVE 3: MILL AND OVERLAY ASPHALT PAVEMENT. SAW AND SEAL ASPHALT JOINTS ABOVE UNDERLYING CONCRETE JOINTS.

1. SEE PHASING OVERVIEW AND CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL INFORMATION.

1

SEQUENCE OF CONSTRUCTION

START OF PHASE:

1. COORDINATE NOTAMS WITH AIRPORT MANAGER
   - A. TAXIWAY C CLOSED
   - B. EAST GA APRON CLOSED
2. INSTALL SAFETY MEASURES

SCHEDULE 1:

3. REPLACE CONCRETE PANELS WHERE IDENTIFIED
4. REPAIR CONCRETE CRACKS AND SPALLS WHERE IDENTIFIED
5. RESEAL ALL JOINTS
6. SAW AND SEAL ASPHALT JOINTS
7. INSTALL TIEDOWN ANCHORS AND PAVEMENT MARKINGS

SCHEDULE 2 & ADDITIVE ALTERNATIVE 2:

8. REMOVE CONCRETE PAVEMENT.
9. COMPLETE UNSUITABLE EXCAVATION.
10. CONSTRUCT AGGREGATE BASE COURSE.
11. CONSTRUCT PORTLAND CEMENT CONCRETE PAVEMENT.

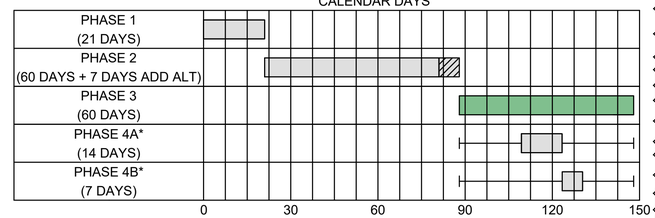
SCHEDULE 3 & ADDITIVE ALTERNATIVE 3:

12. MILL EXISTING ASPHALT PAVEMENT
13. CONSTRUCT ASPHALT OVERLAY
14. SAW AND SEAL ASPHALT JOINTS ABOVE UNDERLYING CONCRETE JOINTS.

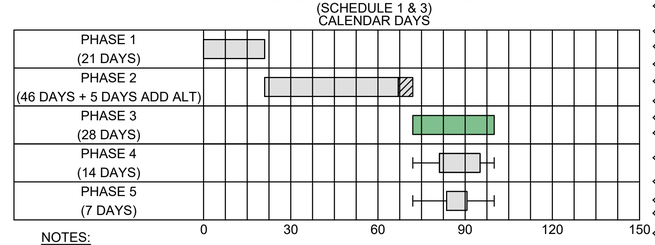
END OF PHASE:

15. CLEAN PHASE AREA AND REMOVE SAFETY MEASURES
16. COORDINATE NOTAM RETRACTION WITH AIRPORT MANAGER AT THE END OF PHASE.

CONTRACT TIME
(SCHEDULE 1 & 2)
CALENDAR DAYS



CONTRACT TIME
(SCHEDULE 1 & 3)
CALENDAR DAYS



NOTES:

* PHASE 4A AND 4B ARE ONLY APPLICABLE IF ADDITIVE ALTERNATE 1 IS AWARDED. NO ADDITIONAL PAYMENT SHALL BE MADE FOR DEMOBILIZATION AND REMOBILIZATION. REFER TO NOTE 19B ON GC-202.

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 3

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
GC-103

SHEET NUMBER **6**

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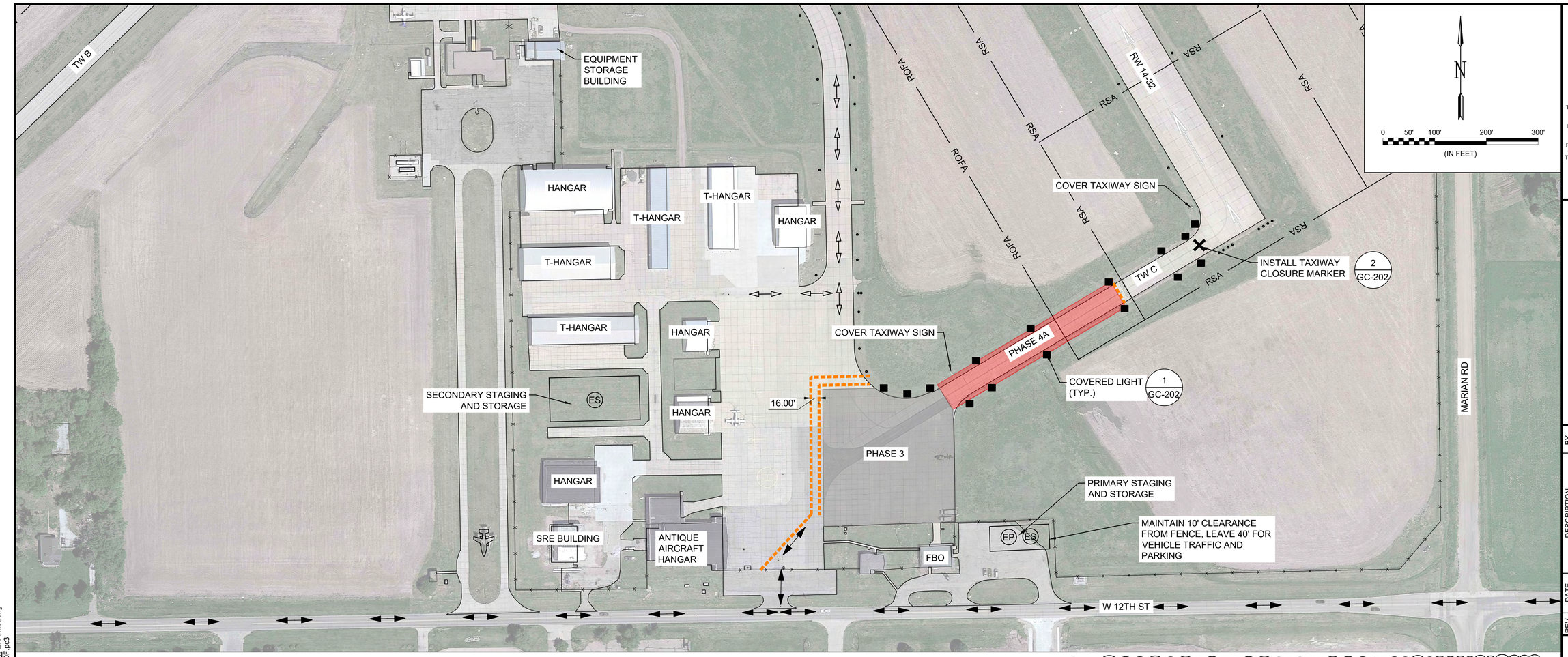
Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:29 PM Plotter used: DWG To PDF.pc3



LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- PHASE 4A WORK AREA
- PHASE 4B WORK AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- (ES) EQUIPMENT STORAGE
- (EP) EMPLOYEE PARKING
- CONTRACTOR ROUTE
- AIRCRAFT ROUTE
- LIGHTED BARRICADE
- ■ COVERED LIGHT
- ✕ TAXIWAY CLOSURE MARKER

1

ITEMS OF WORK

4A ADDITIVE ALTERNATIVE 1: REMOVE AND REGRADE TAXIWAY C 10-FOOT ASPHALT SHOULDERS.

SEQUENCE OF CONSTRUCTION

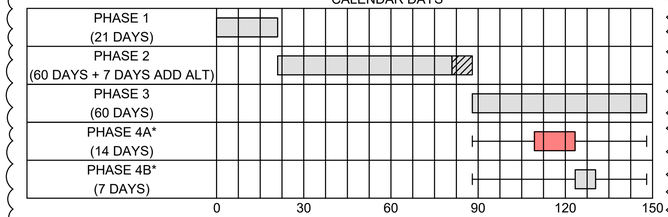
1. COORDINATE NOTAMs WITH AIRPORT MANAGER
   A. TAXIWAY C CLOSED
   B. EAST GA APRON CLOSED
2. INSTALL SAFETY MEASURES
3. LOCKOUT / TAGOUT TAXIWAY LIGHTING CIRCUIT
4. REMOVE 10' OF TAXIWAY C SHOULDER
5. REGRADE SHOULDER
6. INSTALL SOD
7. CLEAN PHASE AREA AND REMOVE SAFETY MEASURES
8. COORDINATE NOTAM RETRACTIONS WITH AIRPORT MANAGER

1

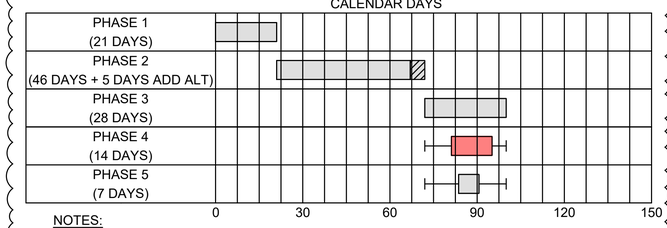
1. SEE PHASING OVERVIEW AND CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL INFORMATION.

1

CONTRACT TIME
(SCHEDULE 1 & 2)
CALENDAR DAYS



CONTRACT TIME
(SCHEDULE 1 & 3)
CALENDAR DAYS



NOTES:

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 4A

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
GC-104

SHEET NUMBER **7**

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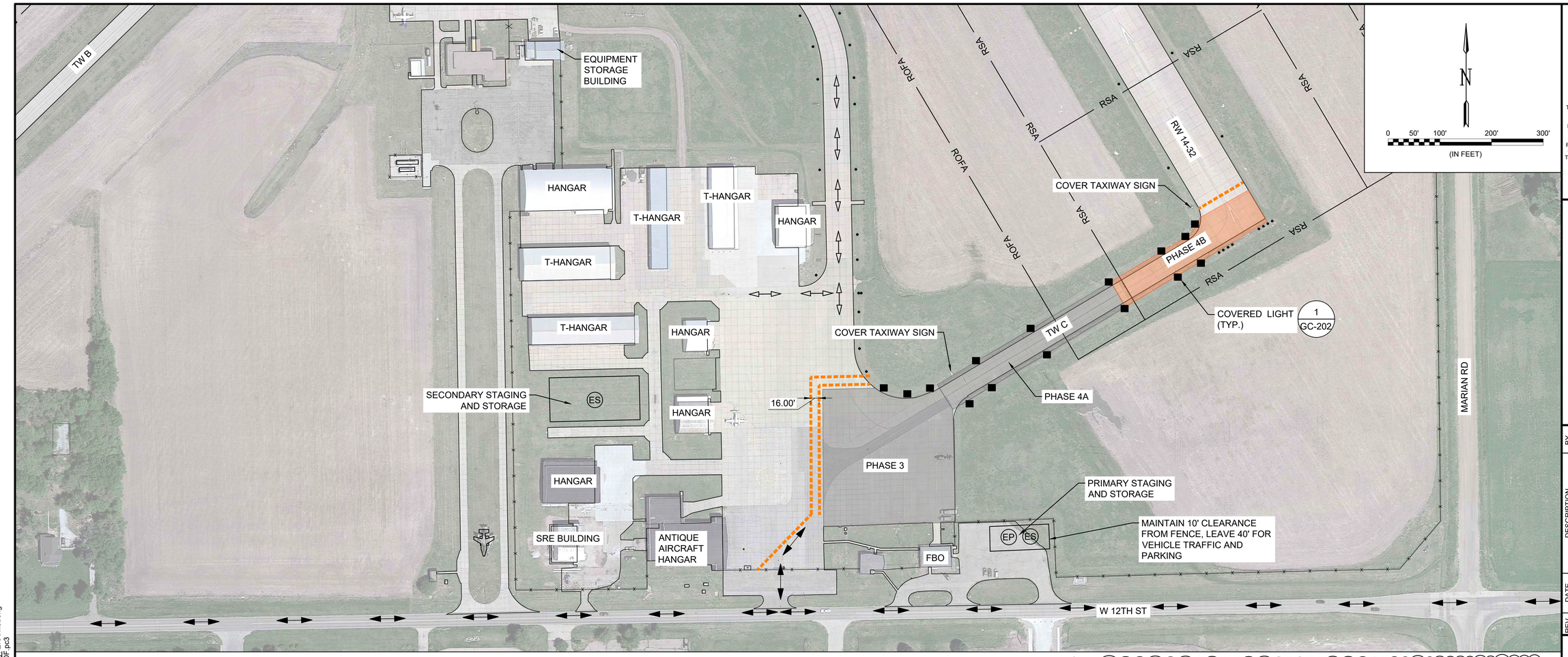

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- PHASE 4A WORK AREA
- PHASE 4B WORK AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- (ES) EQUIPMENT STORAGE
- (EP) EMPLOYEE PARKING
- CONTRACTOR ROUTE
- AIRCRAFT ROUTE
- LIGHTED BARRICADE
- COVERED LIGHT
- TAXIWAY CLOSURE MARKER

1

ITEMS OF WORK

4B — ADDITIVE ALTERNATIVE 1: REMOVE AND REGRADE TAXIWAY C 10-FOOT ASPHALT SHOULDERS.

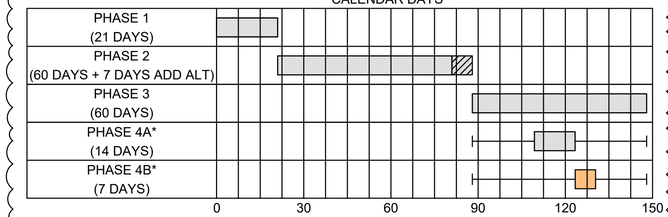
SEQUENCE OF CONSTRUCTION

1. COORDINATE NOTAMS WITH AIRPORT MANAGER
   A. RUNWAY 14-32 CLOSED
   B. TAXIWAY C CLOSED
   C. EAST GA APRON CLOSED
2. INSTALL SAFETY MEASURES AND DISCONNECT RUNWAY 14-32 LIGHTING
3. LOCKOUT / TAGOUT TAXIWAY LIGHTING CIRCUIT
4. REMOVE 10' OF TAXIWAY C SHOULDER
5. REGRADE SHOULDER
6. INSTALL SOD
7. CLEAN PHASE AREA AND REMOVE SAFETY MEASURES
8. COORDINATE NOTAM RETRACTIONS WITH AIRPORT MANAGER

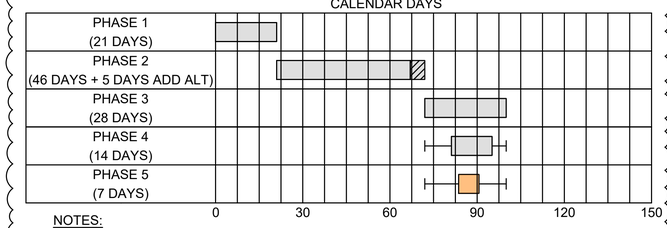
1. RUNWAY 14-32 IS TO BE CLOSED IN THIS PHASE. SEE PAGE GC-106 FOR THE INSTALLATION OF ADDITIONAL SAFETY MEASURES.
2. COORDINATE DEACTIVATION OF RW 14-32 PAPI's WITH FAA TECH OPS.
3. SEE PHASING OVERVIEW AND CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL INFORMATION.
4. PHASE 4A AND 4B MAY BE PERFORMED CONCURRENTLY.

1

CONTRACT TIME
(SCHEDULE 1 & 2)
CALENDAR DAYS



CONTRACT TIME
(SCHEDULE 1 & 3)
CALENDAR DAYS



NOTES:

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HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 4B

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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DRAWING NUMBER
GC-105

SHEET NUMBER **8**

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Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:29 PM Plotter used: DWG To PDF.pc3



0 125' 250' 500' 750'

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 4B RW 14-32 CLOSURE

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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DRAWING NUMBER
GC-106

SHEET NUMBER **9**

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Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:29 PM Plotter used: DWG To PDF.pc3

1. COORDINATION

A. CONTRACTOR PROGRESS MEETINGS - THE OWNER, ENGINEER AND CONTRACTOR WILL HOLD PROGRESS MEETINGS ON A COORDINATED SCHEDULE DURING CONSTRUCTION. OPERATIONAL SAFETY WILL BE A STANDING AGENDA ITEM IN SUCH MEETINGS.

B. SCOPE OR SCHEDULE CHANGES - THE OWNER AND/OR ENGINEER WILL CALL SUCH COORDINATION CONFERENCES AS MAY SEEM EXPEDIENT TO HIM FOR THE PURPOSE OF ASSURING COORDINATION OF THE WORK COVERED BY THIS CONTRACT AND/OR SCOPE OR SCHEDULE CHANGES. THE CONTRACTOR SHALL ATTEND ALL SUCH CONFERENCES.

C. FAA ATO COORDINATION - COORDINATION WITH THE FAA ATO FOR THE REQUIRED SHUTDOWN OF FAA FACILITIES FOR THIS PROJECT HAS BEEN COMPLETED. THE FAA ATO CONTACT FOR THIS PROJECT IS CAREY MARTIN (308)-382-2524.

2. PHASING

DURING PERFORMANCE OF THIS PROJECT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. THE PROJECT SHALL BE PHASED TO REDUCE OPERATIONAL IMPACTS AT THE AIRPORT.

A. PHASE ELEMENTS - IF NECESSARY FOR A GIVEN PHASE, EACH PHASE OF THE CONSTRUCTION SAFETY DRAWINGS SHALL DETAIL THE AREAS CLOSED TO AIRCRAFT OPERATIONS, ESTIMATED DURATION OF CLOSURES, TAXI ROUTES, ARFF ACCESS ROUTES, CONSTRUCTION STAGING AREAS, CONSTRUCTION ACCESS AND HAUL ROUTES, NAVAID IMPACTS, LIGHTING AND MARKING CHANGES, AVAILABLE RUNWAY LENGTH, DECLARED DISTANCES, HAZARD MARKING AND LIGHTING, AND REQUIRED LEAD TIME FOR NOTAMS.

B. CONSTRUCTION SAFETY DRAWINGS - SEE SHEET GC-100 THROUGH GC-105 FOR CONSTRUCTION SAFETY DRAWINGS.

3. AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

A. IDENTIFICATION OF AFFECTED AREAS - SEE "AIRFIELD AREAS OF OPERATION AFFECTED BY CONSTRUCTION" TABLE AND CONSTRUCTION SAFETY DRAWINGS FOR AIRFIELD AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION.

B. MITIGATION EFFORTS - SEE TABLE ON PAGE 2 OF THE CSPP AND CONSTRUCTION SAFETY DRAWINGS FOR MITIGATION EFFORTS OF OPERATIONS AFFECTED BY CONSTRUCTION.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

THE CONTRACTOR MUST NOT CONDUCT ANY CONSTRUCTION ACTIVITY WITHIN NAVIGATIONAL AID RESTRICTED AREAS WITHOUT PRIOR APPROVAL FROM THE LOCAL FAA AIRWAY FACILITIES SECTOR REPRESENTATIVE. NAVIGATIONAL AIDS INCLUDE INSTRUMENT LANDING SYSTEM COMPONENTS, VERY HIGH-FREQUENCY OMNI-DIRECTIONAL RANGE STATIONS, AND AIRPORT SURVEILLANCE RADAR. SUCH RESTRICTED AREAS ARE DEPICTED ON CONSTRUCTION PLANS. PLANNED CONSTRUCTION ACTIVITIES WILL HAVE NO NEGATIVE IMPACTS ON THE FUNCTIONALITY AND SERVICEABILITY OF THE NAVAIDS.

5. CONTRACTOR ACCESS

A. LOCATION OF STOCKPILED MATERIALS - THE CONTRACTOR SHALL INSTALL A TEMPORARY FENCE AROUND HIS CONSTRUCTION STAGING AREA TO SEPARATE HIS BATCH PLANT, MATERIAL STOCKPILE, EQUIPMENT STORAGE, AND PARKING AREAS FROM THE PUBLIC. NO PERSONAL VEHICLES OF CONTRACTOR'S EMPLOYEES WILL BE ALLOWED INSIDE THE SECURED AREA OF THE AIRPORT. ALL MATERIAL DELIVERIES SHALL BE RECEIVED IN THE STAGING AREA RESERVED BY THE CONTRACTOR. NO DELIVERY TRUCKS WILL BE ALLOWED ACCESS TO A SECURED AREA OF THE AIRPORT BEYOND THIS STAGING AREA. STOCKPILED MATERIALS AND EQUIPMENT ARE NOT PERMITTED WITHIN THE ACTIVE RUNWAY SAFETY AREA AND OBSTACLE FREE ZONE. NO STOCKPILE SHALL BE GREATER THAN 15-FT IN HEIGHT.

B. VEHICLE AND PEDESTRIAN OPERATIONS - SEE THE CONSTRUCTION SAFETY DRAWINGS FOR CONSTRUCTION SITE PARKING, EQUIPMENT STORAGE AREAS, AND ACCESS AND HAUL ROUTES. VEHICULAR TRAFFIC SHALL ALWAYS YIELD TO AIRCRAFT TRAFFIC.

ANY VEHICLE OPERATING IN THE AIRCRAFT OPERATION AREA SHALL BE MARKED IN ACCORDANCE WITH FAA AC 150/5370-2G AND WITH A FLAG (DAYLIGHT HOURS) OR AMBER BEACON (DAYLIGHT OR NIGHTTIME HOURS) ATTACHED TO IT. WHEN ANY VEHICLE OTHER THAN ONE THAT HAS PRIOR APPROVAL FROM THE AIRPORT OPERATOR, MUST TRAVEL WITH THE AIRCRAFT OPERATIONS AREA, IT WILL BE ESCORTED, PROPERLY IDENTIFIED, AND MARKED IN ACCORDANCE WITH FAA AC 150/5370-2G.

ALL CONSTRUCTION VEHICLES SHALL BE CLEARLY IDENTIFIED FOR CONTROL PURPOSES BY PROMINENTLY DISPLAYING THE COMPANY NAME ON EACH SIDE OF THE VEHICLE. THE IDENTIFICATION SYMBOLS SHOULD BE A MINIMUM 8-INCH BLOCK-TYPE CHARACTERS OF A CONTRASTING COLOR AND EASY TO READ. THEY MAY BE APPLIED EITHER BY USING TAPE OR A WATER-SOLUBLE PAINT TO FACILITATE REMOVAL. MAGNETIC SIGNS ARE ALSO ACCEPTABLE.

C. CONTROL OF GATES - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SECURITY OF THE ACCESS GATES BY KEEPING THE ACCESS GATE LOCKED OR GUARDED AT ALL TIMES. SHOULD THE CONTRACTOR FAIL, AT ANY TIME, TO KEEP THE ACCESS GATE LOCKED OR GUARDED, THERE SHALL BE A FINE OF $200.00 ASSESSED TO THE CONTRACTOR, FOR EACH OCCURRENCE THAT THE CONTRACTOR FAILS TO MAINTAIN THE SECURITY OF THE ACCESS GATE. ALL FINES ASSESSED TO THE CONTRACTOR SHALL BE DEDUCTED FROM ANY MONIES DUE TO HIM/HER.

6. WILDLIFE MANAGEMENT

IF APPLICABLE, THE CONTRACTOR SHALL REVIEW AND ADHERE TO THE CONTENTS OF THE AIRPORT OPERATOR'S WILDLIFE HAZARD MANAGEMENT PLAN. THE CONTRACTOR SHALL ALSO REVIEW AC 150/5200-33, HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS, AND CERTALERT 98-05, GRASSES ATTRACTIVE TO HAZARDOUS WILDLIFE (www.faa.gov). THE CONTRACTOR SHALL CAREFULLY CONTROL AND CONTINUOUSLY REMOVE WASTE OR LOOSE MATERIALS THAT MIGHT ATTRACT WILDLIFE. CONTRACTOR PERSONNEL MUST BE AWARE OF AND AVOID CONSTRUCTION ACTIVITIES THAT CAN CREATE WILDLIFE HAZARDS ON AIRPORTS. THE CONTRACTOR SHALL MITIGATE THE FOLLOWING ITEMS.

A. TRASH - THE CONTRACTOR SHALL PERFORM TRASH CLEAN-UP ON A DAILY BASIS.

B. STANDING WATER - THE CONTRACTOR SHALL PROVIDE TEMPORARY DRAINAGE DURING CONSTRUCTION TO AVOID STANDING WATER.

C. TALL GRASS AND SEEDS - THE CONTRACTOR SHALL ADHERE TO THE REQUIREMENTS OF SECTION T-901 (IF APPLICABLE), SEEDING OF THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

D. POORLY MAINTAINED FENCING AND GATES - THE CONTRACTOR SHALL IMMEDIATELY REPORT ANY DAMAGE TO GATES OR FENCES. THE CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRS TO ANY GATES OR FENCES CAUSED BY NEGLIGENCE BY THE CONTRACTOR.

E. DISRUPTION OF EXISTING WILDLIFE HABITAT - THE CONTRACTOR SHALL NOTIFY THE AIRPORT IMMEDIATELY OF ANY WILDLIFE SIGHTINGS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

THE CONTRACTOR SHALL ENSURE THAT THE PAVEMENT SURFACES ARE KEPT CLEAN FROM DIRT, MUD, AND OTHER DEBRIS FROM THE CONTRACTOR'S EQUIPMENT. FREQUENT CLEAN UP IN THE VICINITY OF CONTRACTOR'S WORK AREAS IS REQUIRED. SEE AC 150/5210-24, FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT (www.faa.gov) FOR FURTHER INSTRUCTION.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

IF ANY CONSTRUCTION VEHICLE OR EQUIPMENT IS OPERATED WITHIN AIRPORT PROPERTY, THE CONTRACTOR MUST BE ADEQUATELY PREPARED TO EXPEDITIOUSLY CONTAIN AND CLEAN-UP SPILLS RESULTING FROM FUEL OR HYDRAULIC FLUID LEAKS. SPECIAL CARE MUST ALSO BE TAKEN WHEN HANDLING OR TRANSPORTING HAZARDOUS MATERIALS ON AIRPORT PROPERTY. SEE AC 150/5320-15, MANAGEMENT OF AIRPORT INDUSTRIAL WASTE (www.faa.gov), FOR FURTHER INSTRUCTION.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

A. LIST OF RESPONSIBLE REPRESENTATIVES - A POINT OF CONTACT LIST WILL BE COMPLETED AS PART OF THE SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) AND WILL BE DELIVERED TO ALL PARTIES PRIOR TO CONSTRUCTION.

B. NOTICES TO AIR MISSIONS (NOTAM) - BEFORE BEGINNING ANY CONSTRUCTION ACTIVITY, THE CONTRACTOR MUST, THROUGH THE AIRPORT OPERATOR, GIVE NOTICE USING THE NOTAM SYSTEM OF PROPOSED LOCATION, TIME, AND DATE OF COMMENCEMENT OF CONSTRUCTION. UPON COMPLETION OF WORK AND RETURN OF ALL SUCH AREAS TO STANDARD CONDITIONS, THE CONTRACTOR MUST, THROUGH THE AIRPORT OPERATOR, VERIFY THE CANCELLATION OF ALL NOTICES ISSUED VIA THE NOTAM SYSTEM. CONTRACTOR SHALL PROVIDE THE AIRPORT MANAGER MINIMUM 48 HOURS NOTICE FOR ALL AOA CLOSURES AND PHASE CHANGES REQUIRING NOTAMS.

C. EMERGENCY NOTIFICATION PROCEDURES - IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911, THEN NOTIFY THE ENGINEER AND AIRPORT MANAGER.

D. NOTIFICATION TO THE FAA - THE CONTRACTOR SHALL ENSURE, THROUGH THE ENGINEER, THAT ALL CONSTRUCTION EQUIPMENT OVER 25 FT IN HEIGHT IS AIR SPACED THROUGH THE APPROPRIATE FAA REGIONAL OR DISTRICT OFFICE PRIOR TO USING SUCH EQUIPMENT ON SITE.

E. SHUTDOWN OF ANY NAVAID (AIRPORT OR FAA OWNED) SHALL BE COORDINATED WITH THE FAA ATO 45 DAYS PRIOR TO THE PROPOSED SHUTDOWN.THE CONTRACTOR SHALL PROVIDE AN ADDITIONAL SEVEN DAYS ADVANCE NOTICE TO THE AIRPORT TO COORDINATE WITH THE FAA ATO TECH OPS OFFICE RESPONSIBLE FOR THE FAA FACILITIES. SHUTDOWN OF AN AIRPORT OWNED AND FAA MAINTAINED NAVAID OF 24 HOURS OR GREATER, OR MORE THAN 4 HOURS DAILY ON CONSECUTIVE DAYS, SHALL BE COORDINATED WITH THE FAA ATO A MINIMUM OF 45 DAYS PRIOR TO THE SHUTDOWN.

10. INSPECTION REQUIREMENTS

A. DAILY INSPECTIONS - THE CONTRACTOR SHALL PERFORM DAILY SAFETY INSPECTIONS TO VERIFY ALL CONSTRUCTION OPERATIONS ARE IN CONFORMANCE WITH THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).

B. INTERIM INSPECTIONS - PRIOR TO OPENING ANY PORTION OF THE AIRPORT TO TRAFFIC, THE CONTRACTOR, ENGINEER, AND AIRPORT OPERATOR SHALL PERFORM A SAFETY INSPECTION OF THE AREA TO BE OPENED TO TRAFFIC TO VERIFY CONFORMANCE WITH THE CSPP AND FAA STANDARDS.

C. FINAL INSPECTIONS - PRIOR TO OPENING ANY PORTION OF THE AIRPORT TO TRAFFIC, THE CONTRACTOR, ENGINEER, AND AIRPORT OPERATOR SHALL PERFORM A SAFETY INSPECTION OF THE AREA TO BE OPENED TO TRAFFIC TO VERIFY CONFORMANCE WITH THE CSPP AND FAA STANDARDS.

11. UNDERGROUND UTILITIES

UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.

NEBRASKA STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-331-5666. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE NEBRASKA ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

12. PENALTIES

FAILURE OF THE CONTRACTOR (INCLUDING EMPLOYEES) OR ANY OF HIS SUBCONTRACTORS (INCLUDING EMPLOYEES) TO COMPLY WITH AIRPORT INSTRUCTIONS, THE AIRPORT SAFETY PLAN, FAA AC 150/5370-2G, OR ANY OF THE OTHER REQUIREMENTS OF THE AIRPORT WHILE OPERATING ON AIRPORT PROPERTY, SHALL BE SUBJECT TO LOSS OF DRIVING PRIVILEGES ON THE AIRPORT, SUSPENSION OF WORK, AND ANY FINES OR PENALTIES IMPOSED ON THE AIRPORT AS A RESULT OF THE INCIDENT. THE CONTRACTOR (INCLUDING EMPLOYEES) AND ANY OF HIS SUBCONTRACTORS (INCLUDING EMPLOYEES) WHO WILL OPERATE GROUND VEHICLES ON THE AIRPORT MAY BE REQUIRED TO SUCCESSFULLY COMPLETE FORMALIZED AIRPORT SAFETY TRAINING CONDUCTED BY AIRPORT STAFF. WHEN THE CONTRACTOR'S EMPLOYEES HAVE COMPLETED AIRPORT SAFETY TRAINING TO THE SATISFACTION OF THE OWNER, WORK MAY CONTINUE AT THE DISCRETION OF THE OWNER. CONTRACT TIME SHALL NOT BE EXTENDED FOR RELATED WORK STOPPAGES.

13. SPECIAL CONDITIONS

N/A

14. RUNWAY AND TAXIWAY VISUAL AIDS

A. GENERAL - ALL AIRPORT MARKINGS, LIGHTING, SIGNS, AND VISUAL NAVAIDS THAT ARE IN OPERATION MUST BE CLEAR FROM ALL OBSTRUCTIONS. ALL TEMPORARY MARKINGS, SIGNS, LIGHTS, OR OTHER VISUAL AIDS MUST BE SECURED IN PLACE TO PREVENT DAMAGE OR DISPLACEMENT BY PROP WASH, JET BLAST, WING VORTICES, OR OTHER WIND CURRENTS.

B. MARKINGS - ALL TEMPORARY OR PERMANENT RUNWAY AND TAXIWAY VISUAL AIDS SHALL CONFORM TO THE REQUIREMENTS OF THE MOST RECENT EDITION OF FAA AC 150/5340-1 (WWW.FAA.GOV). MARKINGS FOR THIS PROJECT INCLUDE THE FOLLOWING: TAXIWAY CENTERLINES, TIEDOWN MARKINGS, AND A HELOPAD MARKING.

- TEMPORARILY CLOSED TAXIWAYS - THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, AND MAINTAINING TAXIWAY CLOSURE MARKERS AT THE ENTRANCE TO THE CLOSED TAXIWAY FROM THE ADJACENT RUNWAY. THE TAXIWAY CLOSURE MARKERS SHALL BE INSTALLED INSIDE THE RUNWAY SAFETY AREA. THE CONTRACTOR SHALL ALSO FURNISH AND INSTALL LOW PROFILE BARRICADES AT THE ENTRANCE TO THE CLOSED TAXIWAY FROM AN ADJACENT TAXIWAY. BARRICADES SHALL BE INSTALLED OUTSIDE ALL ACTIVE TAXIWAY SAFETY AREAS. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR CLOSED TAXIWAY MARKER AND LOW-PROFILE AIRCRAFT BARRICADE DETAILS.

C. LIGHTING AND VISUAL NAVAIDS - ALL TEMPORARY LIGHTING FOR RUNWAY AND TAXIWAY SYSTEMS SHALL CONFORM TO THE REQUIREMENTS OF THE MOST RECENT EDITION OF FAA AC 150/5340-30 AND 150/5345-50 (WWW.FAA.GOV). THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISCONNECTING ISOLATION TRANSFORMERS ASSOCIATED WITH ANY RUNWAY OR TAXIWAY LIGHT FIXTURES THAT ARE BEING DISCONNECTED.

COORDINATE DEACTIVATION OF RUNWAY 14-32 PAPI's WITH FAA TECH OPS.

D. SIGNS - ANY SIGN THAT IS NOT PERFORMING ITS NORMAL FUNCTION MUST BE COVERED OR REMOVED TO PREVENT MISLEADING PILOTS.

15. MARKING AND SIGNS FOR ACCESS ROUTES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING AND INSTALLING ALL NECESSARY MARKINGS AND SIGNAGE FOR ALL ACCESS ROUTES TO AND FROM THE SITE TO BE USED BY CONTRACTOR PERSONNEL, SUBCONTRACTOR PERSONNEL, OR DELIVERY OPERATIONS. ALL SIGNAGE IN THE AIR OPERATIONS AREA SHALL BE FRANGIBLY MOUNTED.

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

CSPP NOTES AND DETAILS 1

JOB NO.: 23A27150
DATE: MAY 2025
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DRAWN BY: AJA

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SHEET NUMBER 10

16. HAZARD MARKING AND LIGHTING

A. PURPOSE - HAZARD MARKING AND LIGHTING PREVENTS PILOTS FROM ENTERING AREAS CLOSED TO AIRCRAFT AND PREVENTS CONTRACTOR PERSONNEL FROM ENTERING AREAS OPEN TO AIRCRAFT.

B. EQUIPMENT - THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN LOW-PROFILE BARRICADES IN HAZARDOUS AREAS INSIDE MOVEMENT AREAS. BARRICADES SHALL RESTRICT ACCESS AND MAKE HAZARDS OBVIOUS TO AIRCRAFT, PERSONNEL, AND VEHICLES. DURING PERIODS OF LOW VISIBILITY AND AT NIGHT, BARRICADES SHALL BE EQUIPPED WITH RED FLASHING OR STEADY BURNING LIGHTS. THE SPACING OF BARRICADES SHALL BE SUCH THAT A BREACH IS PHYSICALLY PREVENTED BARRING A DELIBERATE ACT. IF BARRICADES ARE INTENDED TO PREVENT PEDESTRIANS, THEN THEY SHALL BE LINKED. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR LOW-PROFILE AIRCRAFT BARRICADE DETAIL.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

NIGHTTIME CONSTRUCTION IS NOT ANTICIPATED. REQUESTS FOR NIGHTTIME CONSTRUCTION MUST BE SUBMITTED 72 HOURS IN ADVANCE AND ARE NOT GUARANTEED TO BE APPROVED.

ALL WORK CONDUCTED AT NIGHT SHALL BE ACCOMPANIED BY ADEQUATE LIGHT FACILITIES TO COMPLETE THE WORK. ALL LIGHT FACILITIES SHALL BE AIMED OR SHIELDED AS NECESSARY TO AVOID IMPACTING AIRCRAFT OR ATCT OPERATIONS. THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A LIGHTING PLAN SHOWING THE LOCATION AND AIMING DIRECTION OF ALL LIGHT FACILITIES PRIOR TO THE COMPLETION OF ANY NIGHT WORK.

18. PROTECTION OF SAFETY AREAS, OBJECT FREE AREAS, OBJECT FREE ZONES, AND APPROACH/DEPARTURE SURFACES.

A. RUNWAY SAFETY AREAS (RSA) - NO WORK SHALL BE PERMITTED WITHIN AN ACTIVE RUNWAY SAFETY AREA. IF REQUIRED, ADJUSTMENTS TO THE RSA DIMENSIONS THROUGH RESTRICTED OPERATIONS SHALL BE COORDINATED WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL ENSURE ADEQUATE DISTANCE PROTECTION FOR BLAST PROJECTION, AS NEEDED. ALL OPEN TRENCHES OR EXCAVATIONS WITHIN THE LIMITS OF THE RSA SHALL BE BACK FILLED OR COVERED PRIOR TO OPENING THE RUNWAY TO OPERATIONS. IN ADDITION, EROSION CONTROL MEASURES SHALL BE PROVIDED IN THE RSA TO PREVENT RUTS, HUMPS, OR DEPRESSIONS INSIDE THE LIMITS OF THE RSA.

B. RUNWAY OBJECT FREE AREAS (ROFA) - NO MATERIAL SHALL BE STOCKPILED INSIDE THE LIMITS OF THE ACTIVE ROFA UNLESS APPROVED BY AIR SPACING THROUGH THE APPROPRIATE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE.

C. TAXIWAY SAFETY AREAS (TSA) - NO WORK SHALL BE PERMITTED WITHIN AN ACTIVE TSA. ALL OPEN TRENCHES OR EXCAVATIONS WITHIN THE LIMITS OF THE TSA SHALL BE BACK FILLED OR COVERED PRIOR TO OPENING THE TAXIWAY TO OPERATIONS. IN ADDITION, EROSION CONTROL MEASURES SHALL BE PROVIDED IN THE TSA TO PREVENT RUTS, HUMPS, OR DEPRESSIONS INSIDE THE LIMITS OF THE TSA.

D. TAXIWAY OBJECT FREE AREAS (TOFA) - NO CONSTRUCTION SHALL BE PERMITTED INSIDE AN ACTIVE TOFA.

E. OBSTACLE FREE ZONE (OFZ) - NO PERSONNEL, MATERIAL, OR EQUIPMENT SHALL PENETRATE THE OFZ WHILE THE RUNWAY IS OPEN TO OPERATIONS. THE DIMENSIONS OF THE OFZ ARE AS DEFINED IN FAA AC 150/5300-13 (www.faa.gov).

F. APPROACH/DEPARTURE SURFACES - ALL CONTRACTOR PERSONNEL, MATERIALS, AND EQUIPMENT SHALL REMAIN CLEAR OF THE APPLICABLE THRESHOLD SITING SURFACES AS DEFINED IN CHAPTER 3 OF FAA AC 150/5300-13 (www.faa.gov).

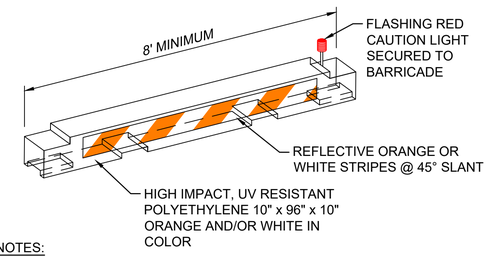
19. OTHER LIMITATIONS ON CONSTRUCTION

A. PROHIBITIONS - THE USE OF TALL EQUIPMENT (I.E. CRANES, CONCRETE PUMPS) SHALL NOT BE PERMITTED UNLESS APPROVED BY THE ENGINEER.

OPEN FLAME WELDING AND TORCH CUTTING OPERATIONS ARE NOT PERMITTED.

ELECTRICAL BLASTING CAPS SHALL NOT BE PERMITTED WITHIN 1,000-FT OF THE AIRPORT PROPERTY. FLARE POTS ARE NOT PERMITTED WITHIN THE AIR OPERATIONS AREA.

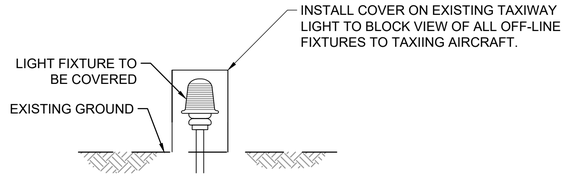
B. PHASE 1 AND PHASE 3 APRON AND TAXIWAY AREAS MUST BE OPEN FOR AIRCRAFT OPERATIONS BETWEEN JULY 5 AND AUGUST 30. PROPOSALS TO REORGANIZE THE ORDER OF CONSTRUCTION PHASES SHALL BE APPROVED BY THE ENGINEER.



NOTES:

1. BARRICADES SHALL BE FURNISHED, INSTALLED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.
2. BARRICADES SHALL MEET THE REQUIREMENTS OF THE CURRENT FAA ADVISORY CIRCULAR 150/5370-2 AND BE APPROVED BY THE ENGINEER.
3. CONTRACTOR SHALL WEIGHT BARRICADE TO PREVENT DISPLACEMENT. THE METHOD SHALL BE APPROVED BY THE ENGINEER.
4. BARRICADES SHALL BE LOCATED AS DEFINED IN THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).
5. UNLESS OTHERWISE NOTED, MAXIMUM BARRICADE LIGHT SPACING SHALL BE 10' O.C.

4 GC-202 LOW PROFILE AIRCRAFT BARRICADE (MOVEMENT AREAS)
SCALE: NONE

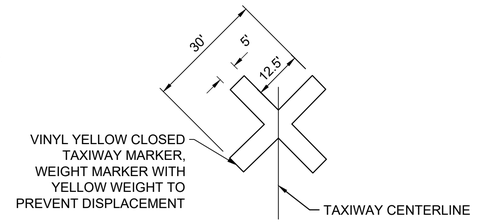


NOTES:

1. CONTRACTOR SHALL MAINTAIN THE FIXTURE COVERS IN ACCEPTABLE CONDITIONS AT ALL TIMES.
2. WHEN NO LONGER REQUIRED, THE FIXTURE COVERS SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR.
3. FIXTURE COVERS SHALL BE SECURED TO PREVENT MOVEMENT BY PROP WASH, JET BLAST, OR OTHER WIND CURRENTS.
4. COST FOR PROVIDING, INSTALLING, MAINTAINING AND REMOVING PVC EDGE LIGHT MASK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR CONSTRUCTION SAFETY AND SECURITY.

1 GC-202 LIGHT FIXTURE COVER
SCALE: NONE

3 GC-202 CLOSED RUNWAY MARKER
SCALE: NONE



2 GC-202 TAXIWAY CLOSURE MARKER
SCALE: NONE

NOTE:

1. CLOSED RUNWAY MARKERS SHALL BE CENTERED OVER RUNWAY DESIGNATOR DURING CLOSURE UNLESS OTHERWISE APPROVED BY ENGINEER.
2. CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN WEIGHTED DEVICES TO FIRMLY SECURE THE CLOSURE MARKERS TO THE GROUND. THESE WEIGHTED DEVICES (SAND BAGS) SHALL BE THE SAME COLOR AS THE CLOSURE MARKER. CONTRACTOR SHALL SUBMIT MATERIAL FOR ANCHORING DEVICES PRIOR TO USE. WHITE TOPSOIL BAGS WILL NOT BE PERMITTED.
3. ALL LABOR AND MATERIAL REQUIRED FOR THE INSTALLATION, RELOCATION, MAINTENANCE, AND REMOVAL SHALL BE CONSIDERED SUBSIDIARY TO SS-120 CONSTRUCTION SAFETY AND SECURITY.
4. THE CONTRACTOR WILL ENSURE ALL REQUIRED NOTAMS HAVE BEEN FILED AND THE PROPER SAFETY DEVICES ARE PROPERLY INSTALLED BEFORE PERFORMING ANY WORK WITHIN THE AOA.
5. CONTRACTOR IS RESPONSIBLE FOR COORDINATING NECESSARY AIRFIELD LIGHTING AND NAVAIDS ARE SHUT OFF AND THE PILOT CONTROL LIGHTING IS NOT IN OPERATION DURING RUNWAY CLOSURE.

AIRFIELD AREAS AFFECTED BY CONSTRUCTION

OPERATIONAL REQUIREMENTS	EXISTING (NORMAL)	PHASE 1	PHASE 2	PHASE 3	PHASE 4A	PHASE 4B
RUNWAY 14-32 ARC	C-II	C-II	C-II	C-II	C-II	C-II
RUNWAY 14 APPROACH MINIMUMS	1 MILE	1 MILE	1 MILE	1 MILE	1 MILE	NOT AVAILABLE
RUNWAY 32 APPROACH MINIMUMS	7/8 MILE	7/8 MILE	7/8 MILE	7/8 MILE	7/8 MILE	NOT AVAILABLE
RUNWAY 14-32	OPEN	OPEN	OPEN	OPEN	OPEN	CLOSED
RUNWAY 4-22	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN
RUNWAY 14 APPROACH PROCEDURES	RNAV	RNAV	RNAV	RNAV	RNAV	NOT AVAILABLE
RUNWAY 32 APPROACH PROCEDURES	RNAV	RNAV	RNAV	RNAV	RNAV	NOT AVAILABLE
RUNWAY 14 NAVAIDS	REIL, PAPI	REIL, PAPI	REIL, PAPI	REIL, PAPI	REIL, PAPI	DEACTIVATED
RUNWAY 32 NAVAIDS	REIL, PAPI	REIL, PAPI	REIL, PAPI	REIL, PAPI	REIL, PAPI	DEACTIVATED
TAXIWAY A	OPEN	CLOSED	OPEN	OPEN	OPEN	OPEN
TAXIWAY C	OPEN	OPEN	OPEN	CLOSED	CLOSED	CLOSED
APRON	OPEN	PARTIAL CLOSURE	PARTIAL CLOSURE	PARTIAL CLOSURE	PARTIAL CLOSURE*	PARTIAL CLOSURE*

*CONCURRENT WITH PHASE 3

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA
DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

CSPP NOTES AND DETAILS 2

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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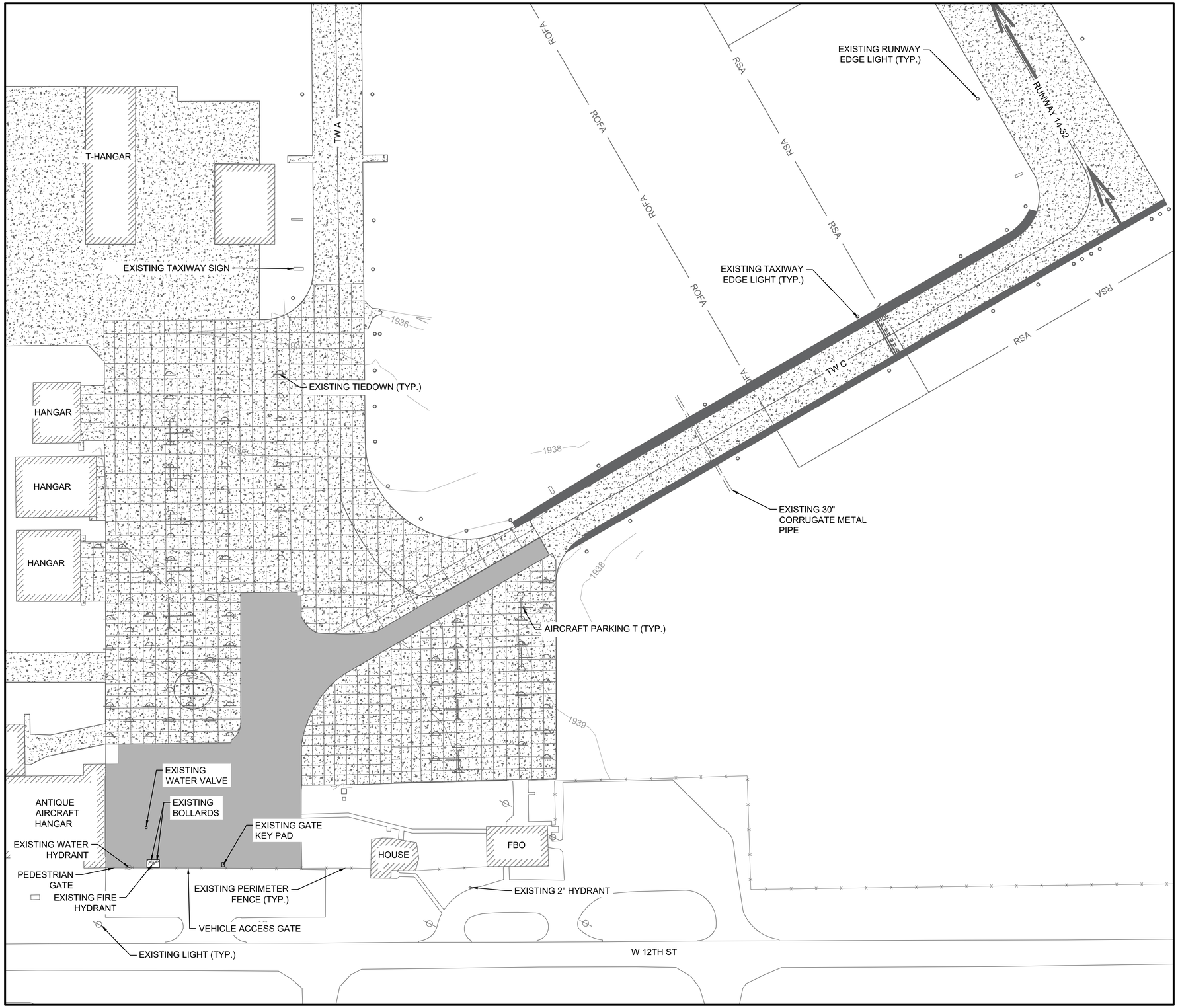

N

0 25' 50' 100' 150'

(IN FEET)

LEGEND

- APRON ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- TAXIWAY SHOULDER ASPHALT PAVEMENT
- 1940 — EXISTING CONTOUR
- EXISTING STORM DRAIN PIPE
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

NOTES:

1. EXISTING UTILITIES AND UNDERGROUND FACILITIES ARE LOCATED FROM AVAILABLE SURFACE INFORMATION OR RECORDS RESEARCH. THE LOCATION AND ELEVATIONS SHOWN ARE APPROXIMATED AND ARE BASED ON THE INFORMATION AVAILABLE AT THE TIME OF DESIGN. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING EXACT LOCATION, DEPTH, AND CONDITION OF ALL UTILITIES AND AIRPORT FACILITIES DURING THE CONSTRUCTION PERIOD. ANY CONFLICTING UTILITY INFORMATION SHALL BE REPORTED TO THE ENGINEER FOR ASSESSMENT PRIOR TO THE START OF DEMOLITION OPERATIONS.
2. ALL EXISTING INFRASTRUCTURE SHALL REMAIN UNLESS OTHERWISE NOTED.
3. DAMAGE TO STRUCTURES NOT DESIGNATED FOR REMOVAL SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST.

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ROGER KNOBELOCH
E-17159
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REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

EXISTING CONDITIONS

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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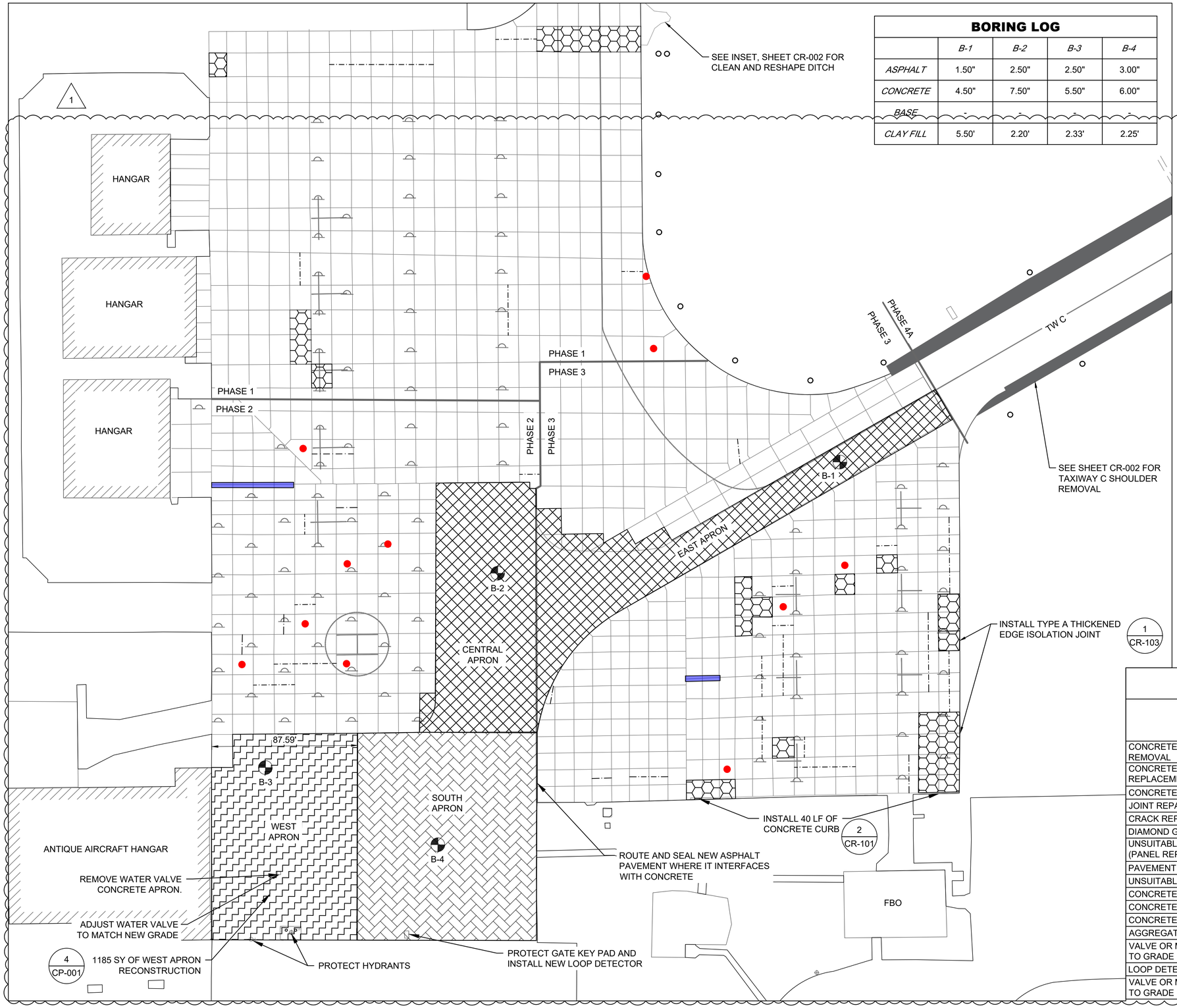

BORING LOG

	B-1	B-2	B-3	B-4
ASPHALT	1.50"	2.50"	2.50"	3.00"
CONCRETE	4.50"	7.50"	5.50"	6.00"
BASE	-	-	-	-
CLAY FILL	5.50'	2.20'	2.33'	2.25'

LEGEND

- CONCRETE PAVEMENT
- TAXIWAY SHOULDER ASPHALT PAVEMENT
- WEST APRON RECONSTRUCTION (SCH 1)
- SOUTH APRON RECONSTRUCTION (SCH 1) — 4 / CP-001
- CONCRETE PANEL REPLACEMENT (SCH 1) — 1 / CR-101
- CONCRETE RECONSTRUCTION (SCH 2) — 5 / CP-001
- SPALL REPAIR — 4 / CR-102
- JOINT SEALANT REMOVE AND REPLACE — 1 / CR-102
- CONCRETE CRACK REPAIR — 2 / CR-102
- DIAMOND GRINDING
- BORING LOCATION
- EXISTING TIEDOWN ANCHORS

NOTES:

1. ALL PAVEMENT REPAIRS WILL BE IDENTIFIED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. FINAL QUANTITIES DETERMINED IN THE FIELD MAY VARY FROM PLAN QUANTITIES.
2. QUANTITIES REPRESENT IDENTIFIED REPAIRS AT THE TIME OF DESIGN. AN ADDITIONAL 10% HAS BEEN ADDED FOR BIDDING PURPOSES.
3. REFER TO DETAIL 4 ON SHEET CP-001 FOR WEST APRON RECONSTRUCTION.

SUMMARY OF QUANTITIES

ITEM	UNIT	SCH 1 QTY	SCH 2 QTY	ADD ALT 2 QTY
CONCRETE PAVEMENT PANEL REMOVAL	CY	130	-	-
CONCRETE PAVEMENT (PANEL REPLACEMENT)	CY	130	-	-
CONCRETE SPALL REPAIR	SF	55	-	-
JOINT REPAIR	LF	23,500	-	-
CRACK REPAIR	LF	1,100	-	-
DIAMOND GRINDING	LF	80	-	-
UNSUITABLE EXCAVATION (PANEL REPLACEMENT)	CY	438	-	-
PAVEMENT REMOVAL	SY	1,180	2,008	1,500
UNSUITABLE EXCAVATION	CY	1,180	1,004	750
CONCRETE PAVEMENT 6"	SY	1,180	-	1,500
CONCRETE PAVEMENT 8"	SY	-	2,008	-
CONCRETE REINFORCEMENT	SY	70	250	20
AGGREGATE BASE COURSE 6"	SY	1,180	2,008	1,500
VALVE OR METER BOX, ADJUST TO GRADE	EA	1	-	-
LOOP DETECTOR	LS	-	-	1
VALVE OR METER BOX, ADJUST TO GRADE	EA	1	-	-

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HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

PAVEMENT REHABILITATION PLAN 1 - CONCRETE RECONSTRUCTION

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DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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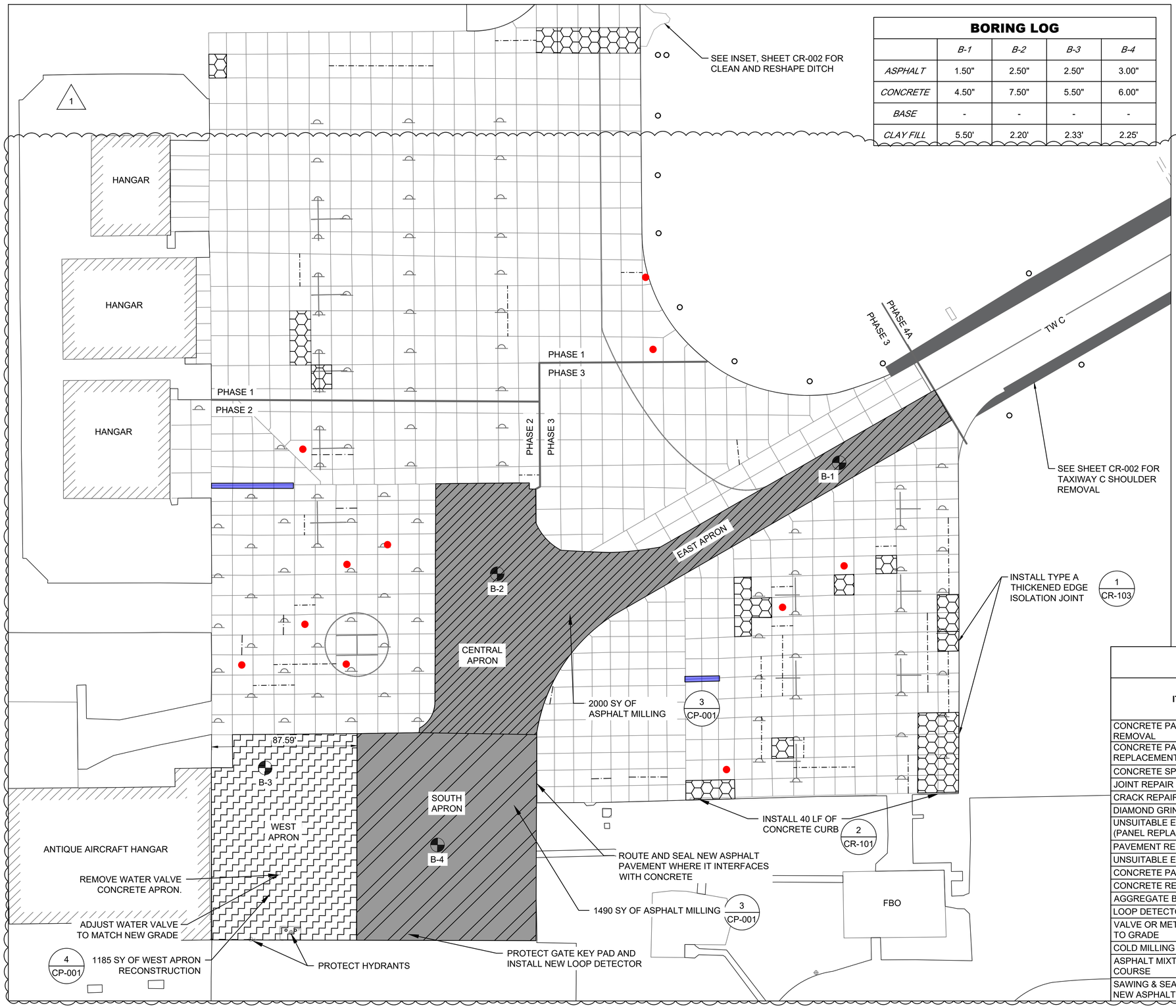
CR-001

SHEET NUMBER **13**

File: L:\2023\23A27150 - HSI EOR 2023-2028\Drawings\HSI_APN_RHB-CR-001.dwg Last Save: 5/15/2025 2:10 PM Last saved by: ERArmstrong
Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:30 PM Plotter used: DWG To PDF.pc3



BORING LOG

	B-1	B-2	B-3	B-4
ASPHALT	1.50"	2.50"	2.50"	3.00"
CONCRETE	4.50"	7.50"	5.50"	6.00"
BASE	-	-	-	-
CLAY FILL	5.50'	2.20'	2.33'	2.25'

N

0 15' 30' 60' 90'

(IN FEET)

LEGEND

- CONCRETE PAVEMENT
- TAXIWAY SHOULDER ASPHALT PAVEMENT
- WEST APRON RECONSTRUCTION (SCH 1) — 4 / CP-001
- CONCRETE PANEL REPLACEMENT (SCH 1) — 1 / CR-101
- ASPHALT MILL & OVERLAY (SCH 3) — 3 / CP-001
- ASPHALT MILL & OVERLAY (ADD ALT 3) — 3 / CP-001
- SPALL REPAIR — 4 / CR-102
- JOINT SEALANT REMOVE AND REPLACE — 1 / CR-102
- CONCRETE CRACK REPAIR — 2 / CR-102
- DIAMOND GRINDING
- BORING LOCATION
- EXISTING TIEDOWN ANCHORS

NOTES:

1. ALL PAVEMENT REPAIRS WILL BE IDENTIFIED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. FINAL QUANTITIES DETERMINED IN THE FIELD MAY VARY FROM PLAN QUANTITIES.
2. QUANTITIES REPRESENT IDENTIFIED REPAIRS AT THE TIME OF DESIGN. AN ADDITIONAL 10% HAS BEEN ADDED FOR BIDDING PURPOSES.
3. REFER TO DETAIL 4 ON SHEET CP-001 FOR WEST APRON RECONSTRUCTION.

SUMMARY OF QUANTITIES

ITEM	UNIT	SCH 1 QTY	SCH 3 QTY	ADD ALT 3 QTY
CONCRETE PAVEMENT PANEL REMOVAL	CY	130	-	-
CONCRETE PAVEMENT (PANEL REPLACEMENT)	CY	130	-	-
CONCRETE SPALL REPAIR	SF	55	-	-
JOINT REPAIR	LF	23,500	-	-
CRACK REPAIR	LF	1,100	-	-
DIAMOND GRINDING	LF	80	-	-
UNSUITABLE EXCAVATION (PANEL REPLACEMENT)	CY	438	-	-
PAVEMENT REMOVAL	SY	1,180		-
UNSUITABLE EXCAVATION	CY	1,180		-
CONCRETE PAVEMENT 6"	SY	1,180	-	-
CONCRETE REINFORCEMENT	SY	70		-
AGGREGATE BASE COURSE 6"	SY	1,180		-
LOOP DETECTOR	LS	-	-	1
VALVE OR METER BOX, ADJUST TO GRADE	EA	1	-	-
COLD MILLING ± 2.5"	SY	-	1,920	1,500
ASPHALT MIXTURE SURFACE COURSE	TON	-	270	220
SAWING & SEALING JOINTS IN NEW ASPHALT PAVEMENT	LF	-	2,960	2,640

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

PAVEMENT REHABILITATION
PLAN 1A - ASPHALT REHABILITATION

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CR-001A

SHEET NUMBER **13A**

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Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:30 PM Plotter used: DWG To PDF.pc3



INSTALL SILT FENCE AT END OF GRADING 3 CE-101

ADDITIVE ALTERNATE 1 - CLEAN AND RESHAPE DITCH

1

RUNWAY 14-32

RUNWAY SIGN

1450 SY OF ASPHALT SHOULDER REMOVAL

PHASE 4B

PHASE 4A

TW C

TAXIWAY SIGN

TAXIWAY EDGE LIGHT (TYP.)

N

0 15' 30' 60' 90'

(IN FEET)

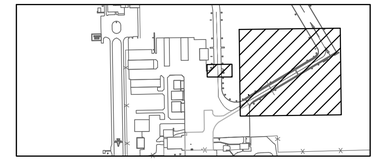
LEGEND

TAXIWAY/RUNWAY CONCRETE PAVEMENT

TAXIWAY SHOULDER ASPHALT PAVEMENT REMOVAL

1/2 CP-001

KEYMAP



ADDITIVE ALTERNATE 1

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E-17159
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DIGITALLY SIGNED 5/27/2025

REV	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

PAVEMENT REHABILITATION PLAN 2

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
CR-002

SHEET NUMBER **14**

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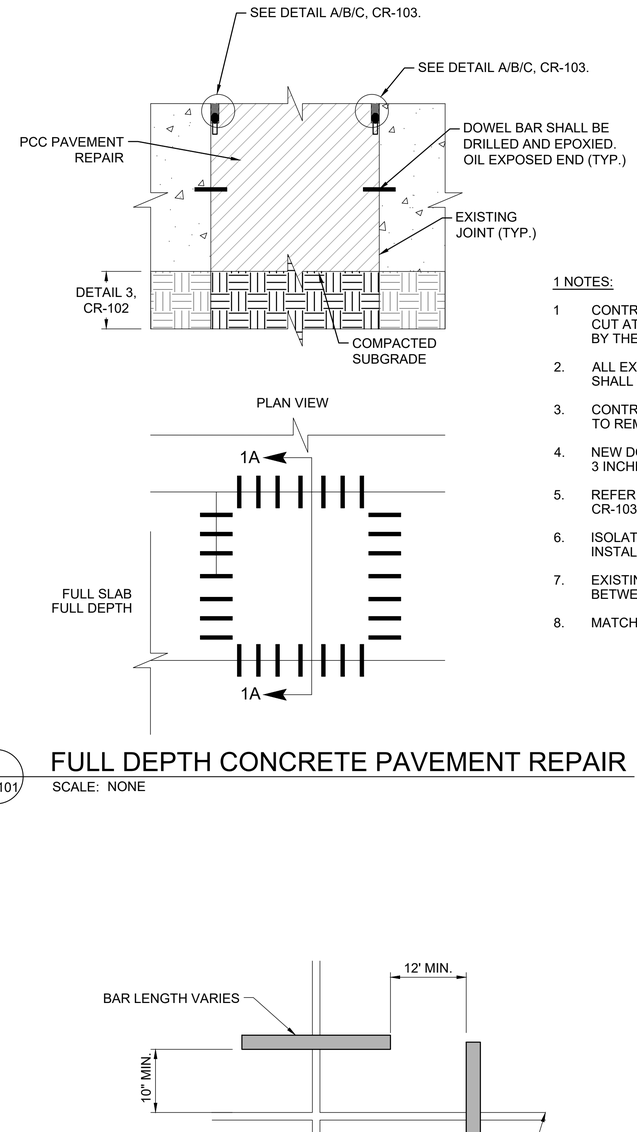


1 NOTES:

1 CONTRACTOR SHALL MAKE A FULL-DEPTH SAW CUT AT THE EXISTING JOINTS OR AS DIRECTED BY THE RPR.

2. ALL EXISTING DOWEL BARS AND/OR TIE BARS SHALL BE CUT AND REPLACED.

3. CONTRACTOR SHALL PROTECT ALL PAVEMENT TO REMAIN.

4. NEW DOWEL BARS SHALL BE LOCATED AT LEAST 3 INCHES FROM CUT DOWEL BARS.

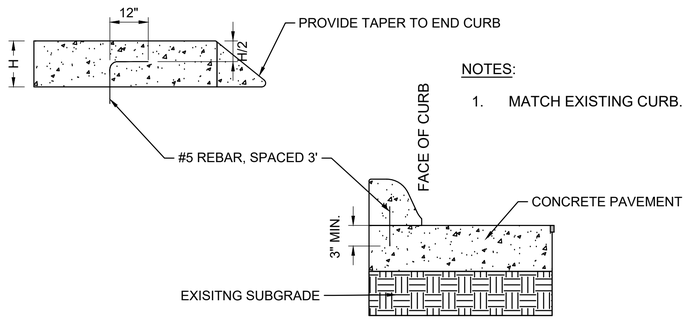
5. REFER TO DOWEL BAR SPECIFICATION TABLE ON CR-103 FOR SIZE AND SPACING OF DOWEL BARS.

6. ISOLATION JOINTS SHALL NOT HAVE DOWELS INSTALLED.

7. EXISTING CONCRETE ANTICIPATED TO VARY BETWEEN APPROXIMATELY 4" TO 8".

8. MATCH EXISTING CONCRETE THICKNESS.

1 / CR-101 FULL DEPTH CONCRETE PAVEMENT REPAIR
SCALE: NONE

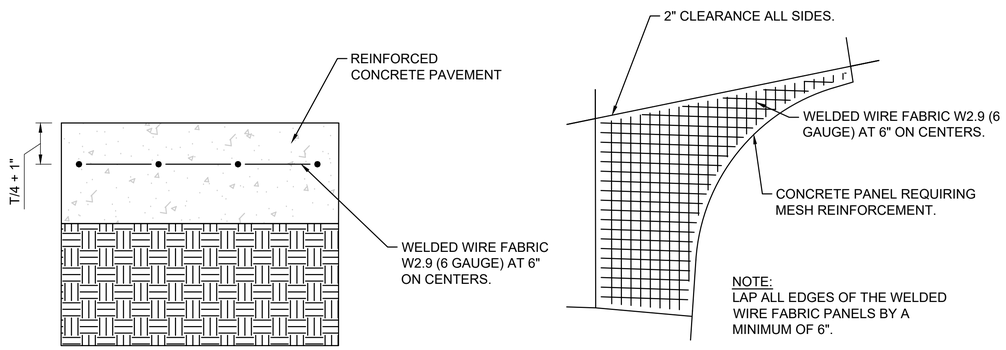


NOTES:

1. MATCH EXISTING CURB.

2 / CR-101 CONCRETE CURB DETAIL
SCALE: NONE

3 / CR-101 DOWEL BARS AT SLAB CORNERS (PLAN VIEW)
SCALE: NONE



SECTION VIEW

NOTE:
ODD SHAPED (NON-SQUARE) PANELS OR PANELS EXCEEDING 1:1.25 LENGTH TO WIDTH RATIO SHALL RECEIVE REINFORCEMENT.

NOTE:
LAP ALL EDGES OF THE WELDED WIRE FABRIC PANELS BY A MINIMUM OF 6".

PLAN VIEW

4 / CR-101 REINFORCED CONCRETE PAVEMENT SECTION
SCALE: NONE

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA
DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

PAVEMENT REHABILITATION DETAILS 1

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CR-101

SHEET NUMBER **15**

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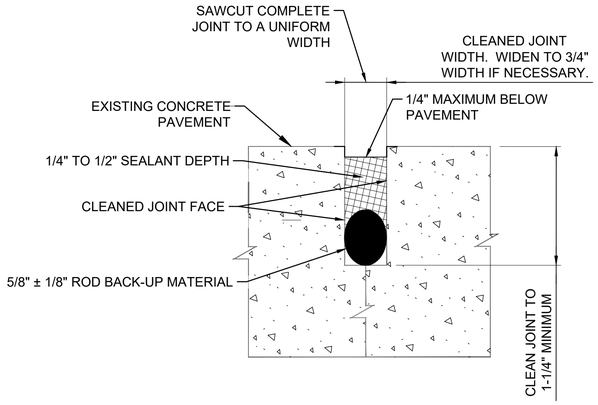
Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:30 PM Plotter used: DWG To PDF.pc3



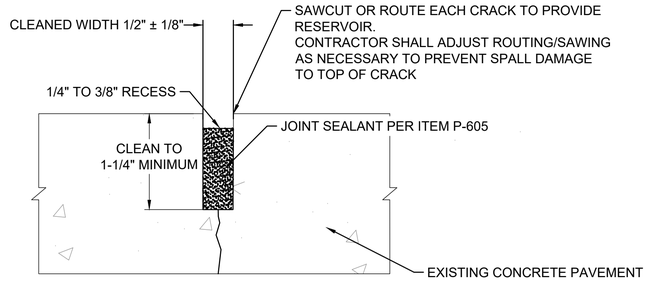
1 CR-102

JOINT SEALANT REPAIR DETAIL

SCALE: NONE

NOTES:

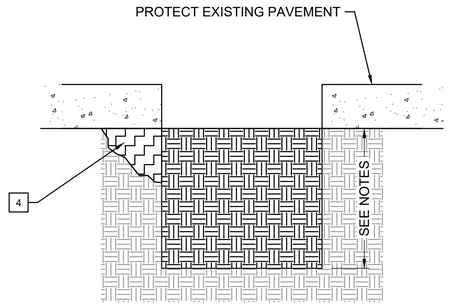
1. REPAIR ALL JOINTS IN EXCESS OF 3/4" WIDTH DELPATCH OR APPROVED EQUAL TO PROVIDE A UNIFORM 3/4" JOINT WIDTH.



2 CR-102

CONCRETE CRACK REPAIR DETAIL

SCALE: NONE



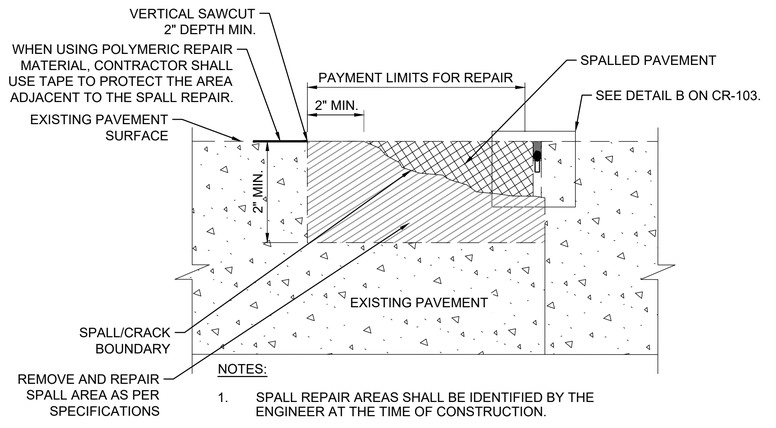
3 CR-102

UNSUITABLE EXCAVATION

SCALE: NONE

NOTES:

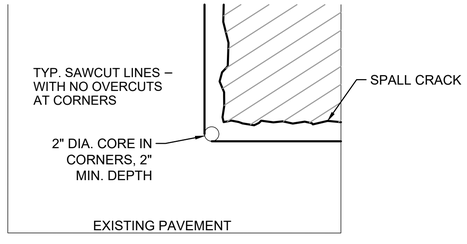
1. IF DIRECTED BY THE RPR, REMOVE UNSTABLE MATERIAL. DEPTH SHALL BE DETERMINED BY THE ENGINEER.
2. BACKFILL WITH LOW PLASTICITY COHESIVE MATERIAL WITH LIQUID LIMIT LESS THAN OR EQUAL TO 45 AND A PLASTICITY INDEX BETWEEN 10-20. BACKFILL MATERIAL SHALL BE APPROVED BY THE ENGINEER.
3. PLACE IN 4"-6" LOOSE LIFTS WHEN USING HAND-GUIDED COMPACTION EQUIPMENT. COMPACT TO 98% OF MAXIMUM DENSITY PER ASTM D 698 AND ± 3% OF OPTIMUM MOISTURE.
4. AVOID UNDERMINING PAVEMENT TO REMAIN. UNDERMINING SHALL BE REPAIRED WITH A FLOWABLE FILL CONCRETE APPROVED BY THE ENGINEER. NO ADDITIONAL PAYMENT SHALL BE MADE.



NOTES:

1. SPALL REPAIR AREAS SHALL BE IDENTIFIED BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
2. CARE SHALL BE TAKEN NOT TO DAMAGE SOUND CONCRETE. A MAXIMUM 15 POUND HAMMER TO BE USED.
3. ALL EXISTING CONCRETE SURFACES SHALL BE WATER OR SAND BLASTED PRIOR TO COATING WITH EPOXY BONDER.
4. NEW JOINTS FROM SPALL REPAIR WILL BE SAW CUT AFTER CURED TO MATCH THE NECESSARY WIDTH AND DEPTH OF SURROUNDING JOINTS.
5. WHEN USING RAPID SETTING, EARLY STRENGTH, POLYMERIC REPAIR MATERIALS, CONTRACTOR SHALL FORM ALL JOINTS WITH A NON-BONDING MATERIAL. JOINTS SHALL NOT BE SAWCUT TO MAINTAIN THE INTEGRITY OF THE PATCH AND TO PREVENT FOD CREATION.

SECTION VIEW



NOTES:

1 DEVIATIONS FROM THE METHODS SHOWN ABOVE SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.

2. THE PAVEMENT SHALL BE SAWCUT 2" DEEP, A MINIMUM OF 2" OUTSIDE OF THE SPALL AREA, AND THE UNSOUND CONCRETE REMOVED UNTIL SOUND MATERIAL IS REACHED.

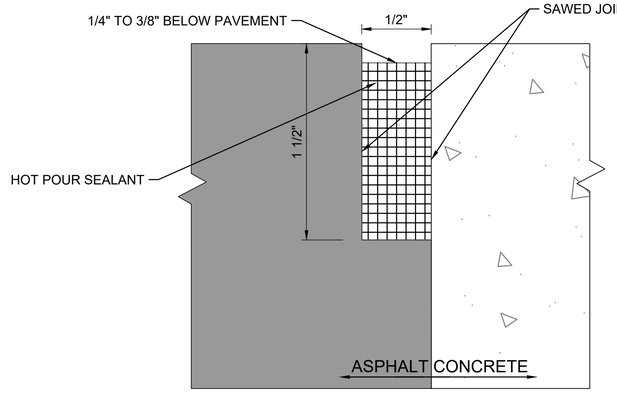
3. TEXTURE THE PATCH TO MATCH THE EXISTING FINISH.

PLAN VIEW

4 CR-102

CONCRETE SPALL REPAIR

SCALE: NONE



NOTES:

1. JOINT SEALER SHALL CONFORM TO THE REQUIREMENTS OF P-605 SPECIFICATION

5 CR-102

ASPHALT TO CONCRETE JOINT DETAIL

SCALE: NONE

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

PAVEMENT REHABILITATION DETAILS 2

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CR-102

SHEET NUMBER **16**

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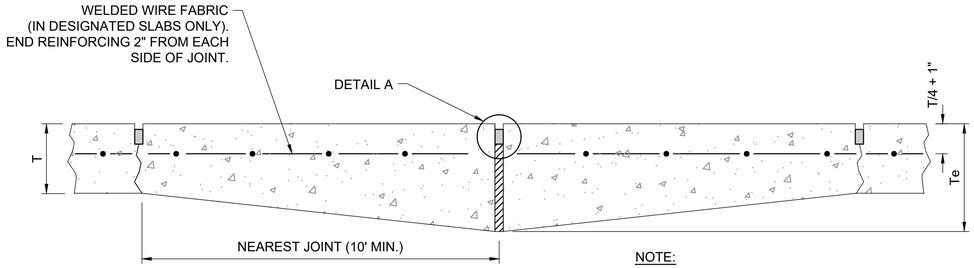
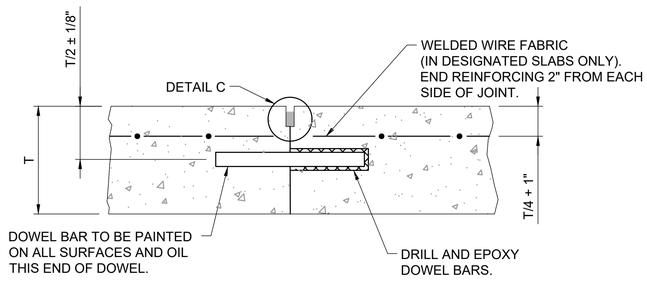


NOTE:

Te = 1.25(T) ± 1" (MIN. T + 2")

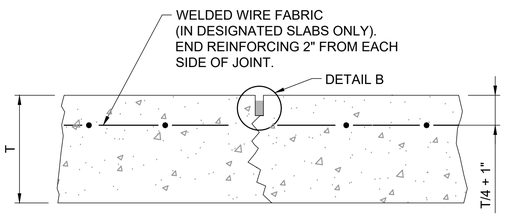
1 CR-103 TYPE A THICKENED EDGE JOINT

SCALE: NONE



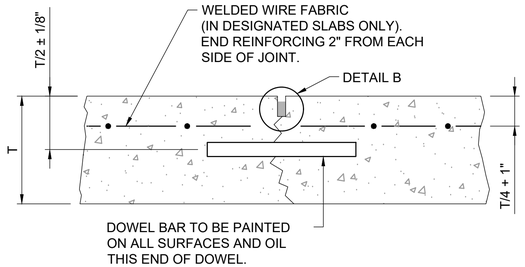
2 CR-103 TYPE E - DOWELED CONSTRUCTION JOINT

SCALE: NONE



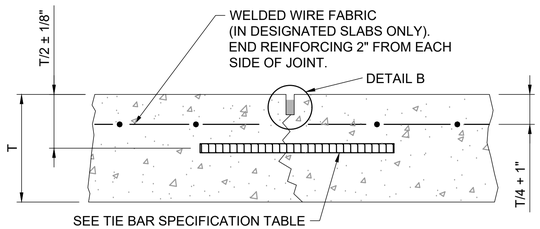
4 CR-103 TYPE D - DUMMY CONTRACTION JOINT

SCALE: NONE



3 CR-103 TYPE C - DOWELED CONTRACTION JOINT

SCALE: NONE



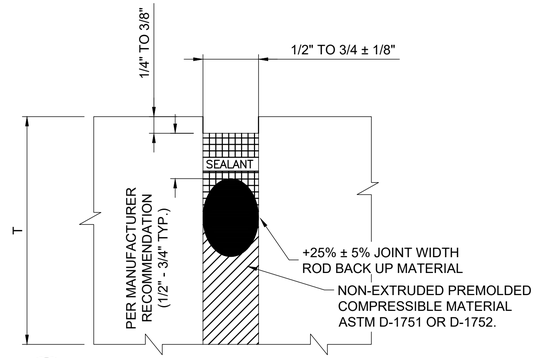
5 CR-103 TYPE B - HINGED CONTRACTION JOINT

SCALE: NONE

6 CR-103 TIE BAR SPECIFICATIONS

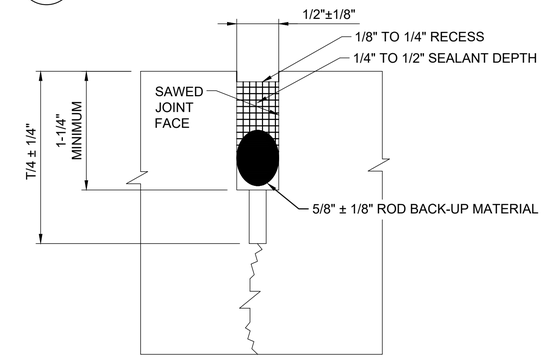
SCALE: NONE

SLAB THICKNESS	BAR SIZE	BAR LENGTH	BAR SPACING
≤ 6"	NO. 4	20"	36" O.C.
6" < T < 9"	NO. 5	30"	30" O.C.



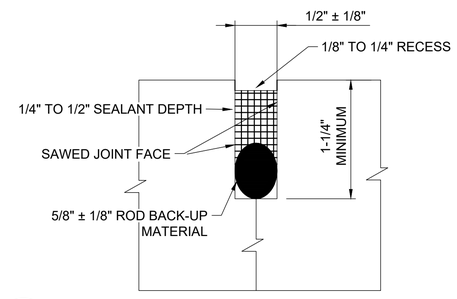
A CR-103 DETAIL A - ISOLATION JOINTS

SCALE: NONE



B CR-103 DETAIL B - CONTRACTION JOINTS

SCALE: NONE



C CR-103 DETAIL C - CONSTRUCTION JOINTS

SCALE: NONE

7 CR-103 DOWEL BAR SPECIFICATIONS

SCALE: NONE

1

SLAB THICKNESS	DOWEL DIAMETER	DOWEL LENGTH	DOWEL SPACING
<6"	1/2"	18"	12"
6" TO 7"	3/4"	18"	12"
7.5" TO 12"	1"	18"	12"

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

PAVEMENT REHABILITATION DETAILS 3

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CR-103

SHEET NUMBER **17**

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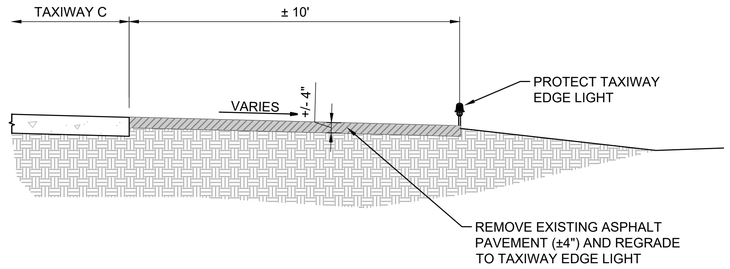
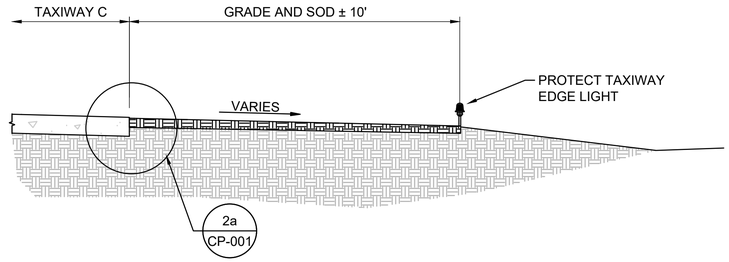
Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:30 PM Plotter used: DWG To PDF.pc3



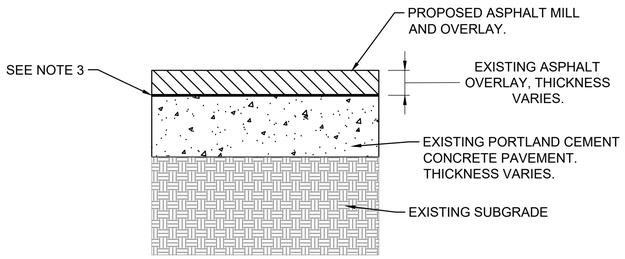
TAXIWAY C SHOULDER REMOVAL TYPICAL SECTION (ADDITIVE ALTERNATE 1)

1 CP-001 SCALE: NONE



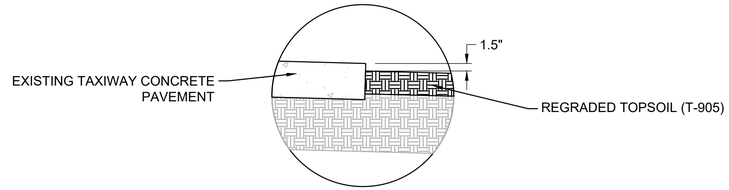
TAXIWAY C PROPOSED SHOULDER TYPICAL SECTION (ADDITIVE ALTERNATE 1)

2 CP-001 SCALE: NONE



ASPHALT PAVEMENT MILL AND OVERLAY DETAIL (SCHEDULE 3 & ADDITIVE ALTERNATE 3)

3 CP-001 SCALE: NONE



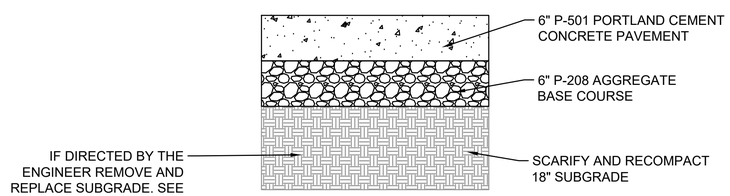
TAXIWAY SHOULDER DETAIL (ADDITIVE ALTERNATE 1)

2a CP-001 SCALE: NONE

NOTES:

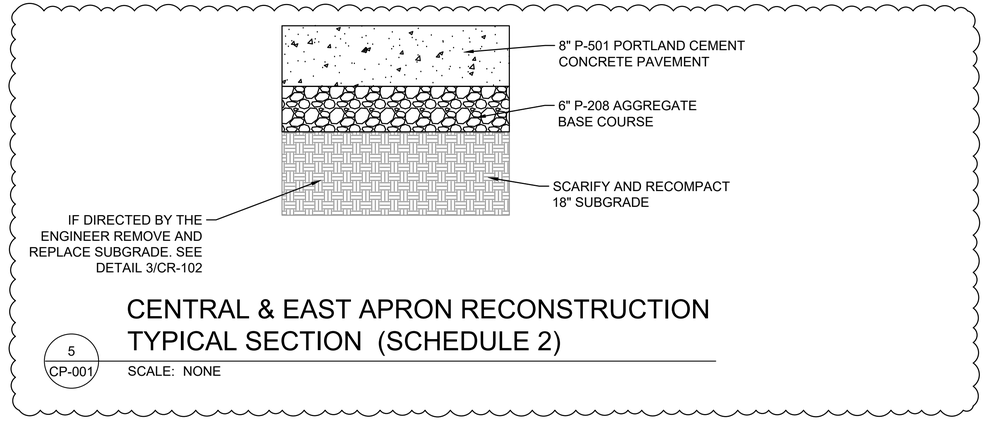
ESTIMATED EXISTING PAVEMENT THICKNESS:

1. EAST APRON PAVEMENT SECTION:
   - EXISTING ASPHALT PAVEMENT = ± 1.5"
   - EXISTING PORTLAND CEMENT CONCRETE PAVEMENT = ± 4.5"
   - MILL AND OVERLAY MINIMUM 1.5" ASPHALT PAVEMENT. MAINTAIN EXISTING GRADE.
2. CENTRAL APRON PAVEMENT SECTION:
   - EXISTING ASPHALT PAVEMENT = ± 2.5"-3"
   - EXISTING PORTLAND CEMENT CONCRETE PAVEMENT = ± 6"-7.5"
   - MILL ALL EXISTING ASPHALT AND OVERLAY WITH EQUIVALENT REMOVAL TO MAINTAIN EXISTING GRADE.



WEST & SOUTH APRON RECONSTRUCTION TYPICAL SECTION (SCHEDULE 1 & ADDITIVE ALTERNATE 2)

4 CP-001 SCALE: NONE



CENTRAL & EAST APRON RECONSTRUCTION TYPICAL SECTION (SCHEDULE 2)

5 CP-001 SCALE: NONE

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

TYPICAL SECTIONS

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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DRAWING NUMBER
CP-001

SHEET NUMBER **18**

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Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:30 PM Plotter used: DWG To PDF.pc3



AUTOMATIC GATE OPERATOR

SCALE: NONE



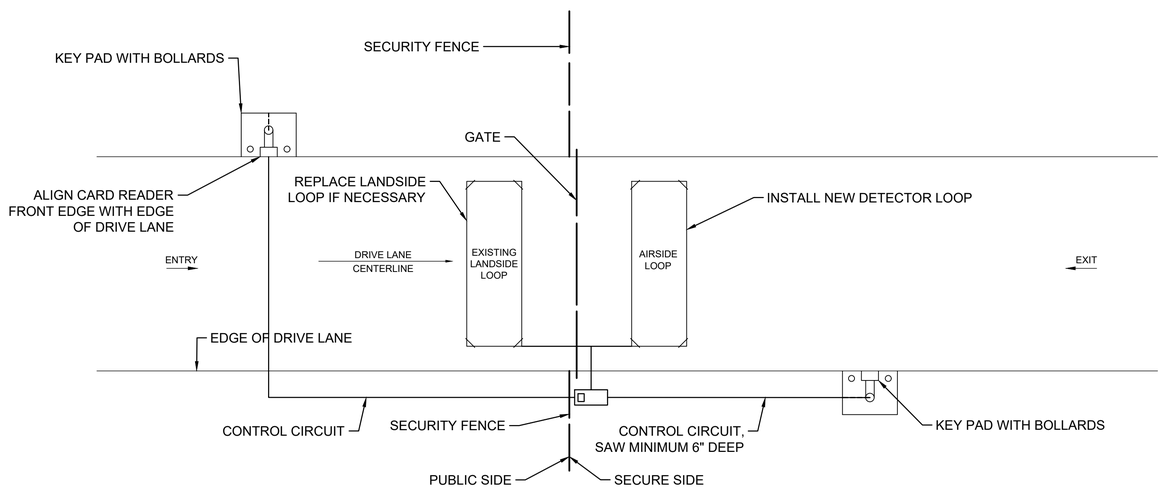
AUTOMATIC VEHICLE GATE

SCALE: NONE



AUTOMATIC GATE KEY PAD

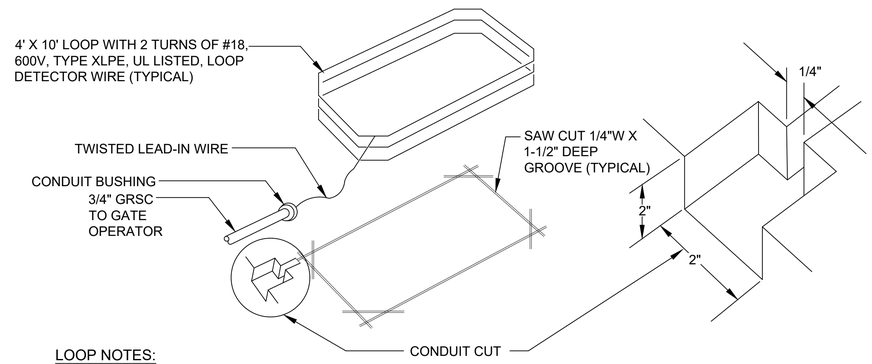
SCALE: NONE



1 / CP-001

VEHICLE DETECTOR

SCALE: NONE



LOOP NOTES:

1. ALL LOOPS SHALL BE THE SAME SIZE.
2. COORDINATE LAYOUT PRIOR TO ANY WORK. VERIFY ALL DIMENSIONS AND INSTALLATION REQUIREMENTS WITH ELECTRICALLY OPERATED GATE MANUFACTURER PRIOR TO WORK.
3. CALIBRATE, FINE TUNE, AND TEST ALL LOOP DETECTORS.
4. UTILIZE MATCHING ASPHALT SEALANT.

2 / CP-001

VEHICLE DETECTOR LOOP REPLACEMENT DETAIL

SCALE: NONE

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

GATE VEHICLE DETECTOR DETAILS

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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0 1"
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DRAWING NUMBER
CP-002

SHEET NUMBER **19**

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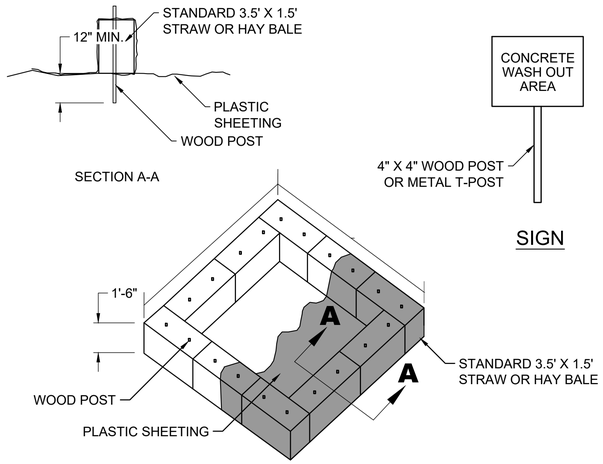
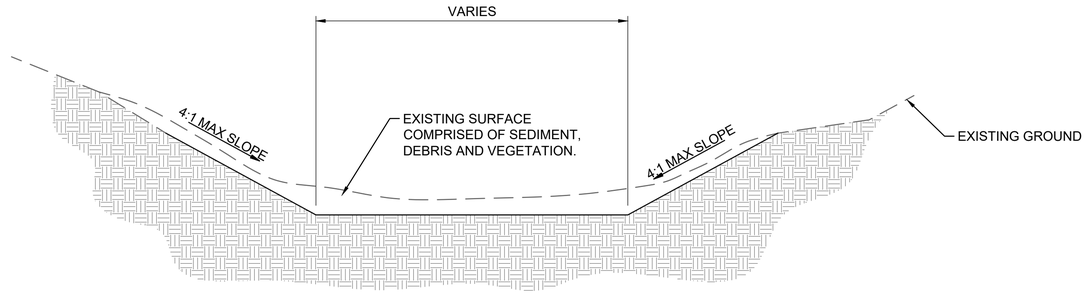
Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:30 PM Plotter used: DWG To PDF.pc3



CONCRETE WASH-OUT NOTES:

1. LOCATIONS OF OFF-SITE MATERIALS, STORAGE, WASTE, CONCRETE WASH-OUT, OR BORROW AREAS SHALL BE DETERMINED BY THE CONTRACTOR.
2. PLASTIC SHEETING MUST BE 10 MIL THICK OR TWO 6 MIL PIECES OVERLAPPED.
3. ONCE CONCRETE DRIES, IT CAN BE ROLLED UP IN THE PLASTIC FOR DISPOSAL.
4. HAY BALES MUST BE STAKED WITH POSTS HOLDING PLASTIC LINER IN PLACE AND COVERING ALL BALES. WOODEN POSTS MUST BE 3 FEET IN LENGTH.
5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH A WASH OUT AREA.
6. THE CONCRETE TRUCK DRIVER AND CONTRACTOR CAN BE CITED FOR WASH OUTS CONDUCTED IN A NON-DESIGNATED AREA.
7. AFTER THE DESIGNATED AREA FOR THE WASH OUT IS DETERMINED, SIGNAGE INDICATING CONCRETE WASH OUT AREA SHALL BE INSTALLED THAT IS VISIBLE TO EXITING VEHICLES. THE SIGN SHALL BE PLACED ON A WOOD POST AND EMBEDDED 12".

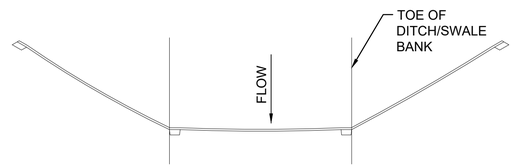
1 / CE-101 — CONCRETE WASH OUT AREA
SCALE: NONE



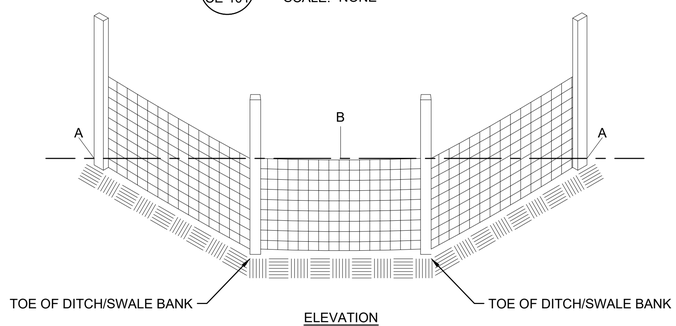
2 / CE-101 — CLEAN AND RESHAPE DITCH
SCALE: NONE

NOTE:

1. INTENT IS TO REESTABLISH EXISTING SWALE TO RESTORE A GOOD FLOW LINE.
2. REESTABLISH FLOWLINE, COORDINATE SLOPE AND DITCH CUTS WITH ENGINEER.
3. SOD DITCH CHANNEL.



1A / CE-101 — SECTION A-A
SCALE: NONE



ELEVATION

POINTS A SHOULD BE HIGHER THAN POINT B

3 / CE-101 — SILT FENCE DITCH CHECK
SCALE: NONE

NOTES:

1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT SCREEN FENCE SHALL BE PLACED ALONG SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
4. SILT FENCE DITCH CHECK SHALL BE CONDSIDERED SUBSIDIARY TO SS-220 CLEAN AND RESHAPE OF DITCH.

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA
DIGITALLY SIGNED 5/27/2025

REV	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA
APRON REHABILITATION

EROSION CONTROL DETAILS

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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0 1"
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DRAWING NUMBER
CE-101

SHEET NUMBER **20**

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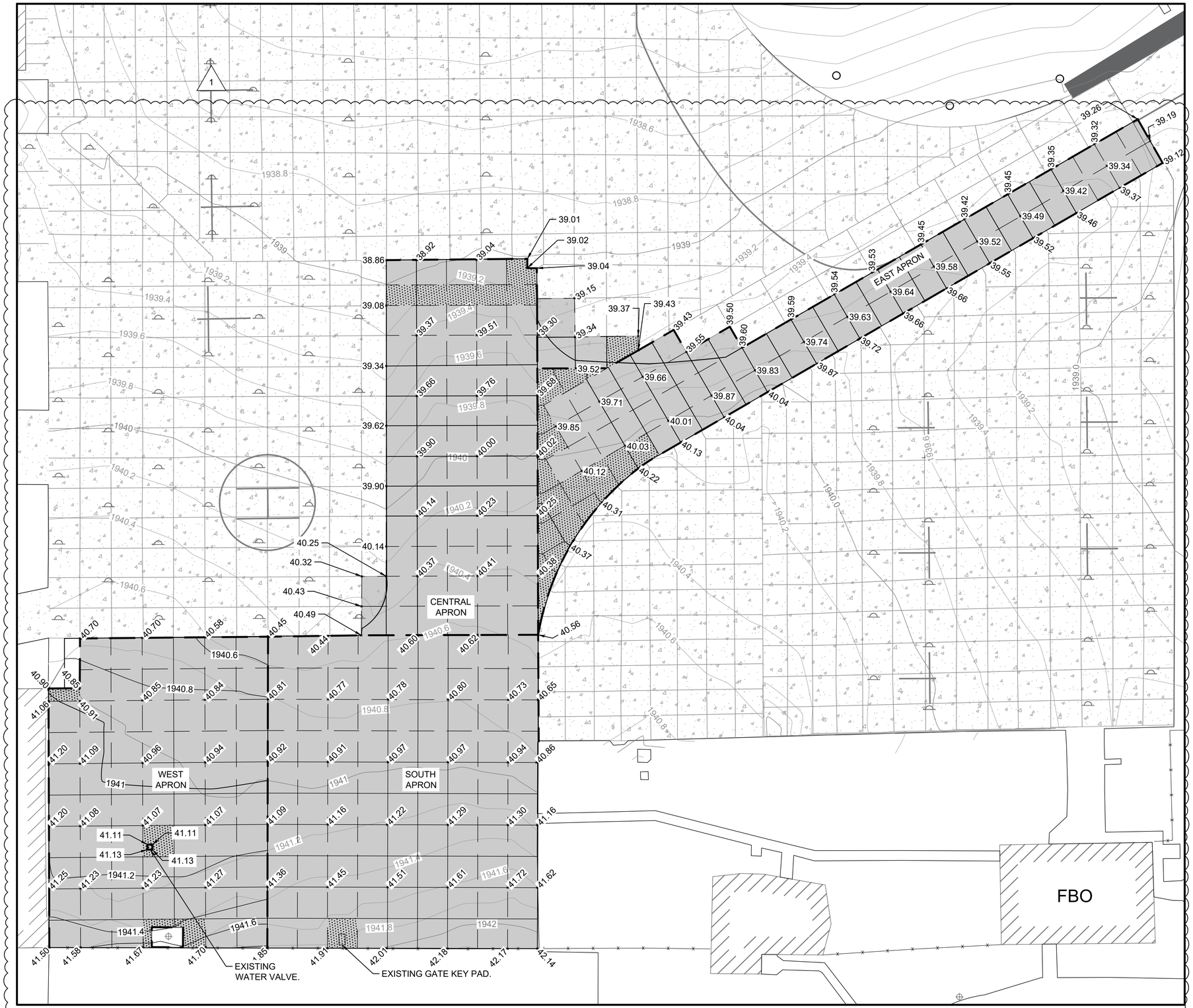

N

0 10' 20' 40' 60'

(IN FEET)

LEGEND

- APRON ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- TAXIWAY SHOULDER ASPHALT PAVEMENT
- 39.75 SPOT ELEVATION
- 1939.4 EXISTING CONTOUR
- 1939.4 PROPOSED CONTOUR
- EXISTING TIEDOWN ANCHORS

NOTES:

1. CONTRACTOR SHALL PROVIDE AS-BUILT SURVEY OF THE FINISHED SURFACE BY A LICENSED SURVEYOR.
2. ALL ELEVATIONS ARE TRUNCATED BY 1900'.

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

ELEVATION PLAN (SCHEDULE 2)

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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0 1"
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DRAWING NUMBER
CL-101

SHEET NUMBER **21**

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Last plotted by: Armstrong, Eric R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 5/15/2025 2:31 PM Plotter used: DWG To PDF.pc3 (General Documentation).pc3

REFERENCE POINT 1
N 282527.45
E 2077609.05

REFERNCE POINT 2A
N 282495.24
E 2077738.17

REFERENCE POINT 2C
N 282477.58
E 2077748.52

REFERENCE POINT 2B
N 282487.31
E 2077742.66

EAST APRON

CENTRAL APRON

WEST APRON

EXISTING WATER VALVE.

EXISTING GATE KEY PAD.

FBO

N

0 10' 20' 40' 60'

(IN FEET)

LEGEND

- APRON ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- TAXIWAY SHOULDER ASPHALT PAVEMENT
- 39.75 SPOT ELEVATION
- 1939.4 EXISTING CONTOUR
- 1939.4 PROPOSED CONTOUR

NOTES:

1. CONTRACTOR SHALL PROVIDE AS-BUILT SURVEY OF THE FINISHED SURFACE BY A LICENSED SURVEYOR.
2. ALL ELEVATIONS ARE TRUNCATED BY 1900'.
3. ALL ELEVATIONS EAST OF REFERENCE POINTS 2A, 2B, AND 2C ARE SPACED 20' PARALLEL TO THE TAXIWAY AND AT PAVEMENT LIMITS. REFER TO REFERENCE POINTS 2A, 2B, AND 2C FOR LOCATION REFERENCE.
4. ALL OTHER ELEVATIONS ARE SPACED ON 30' x 30' OR AT ASPHALT LIMITS. REFER TO REFERENCE POINT 1 FOR LOCATION REFERENCE.
5. AFTER MILLING, CONTRACTOR SHALL TO SURVEY UNDERLYING CONCRETE JOINTS. CONTRACTOR SHALL SAW AND SEAL JOINTS IN ASPHALT PAVEMENT DIRECTLY ABOVE CONCRETE JOINTS. PROVIDE SURVEY NOTES TO ENGINEER.

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

ELEVATION PLAN (SCHEDULE 3)

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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DRAWING NUMBER
CL-102A

SHEET NUMBER **21A**

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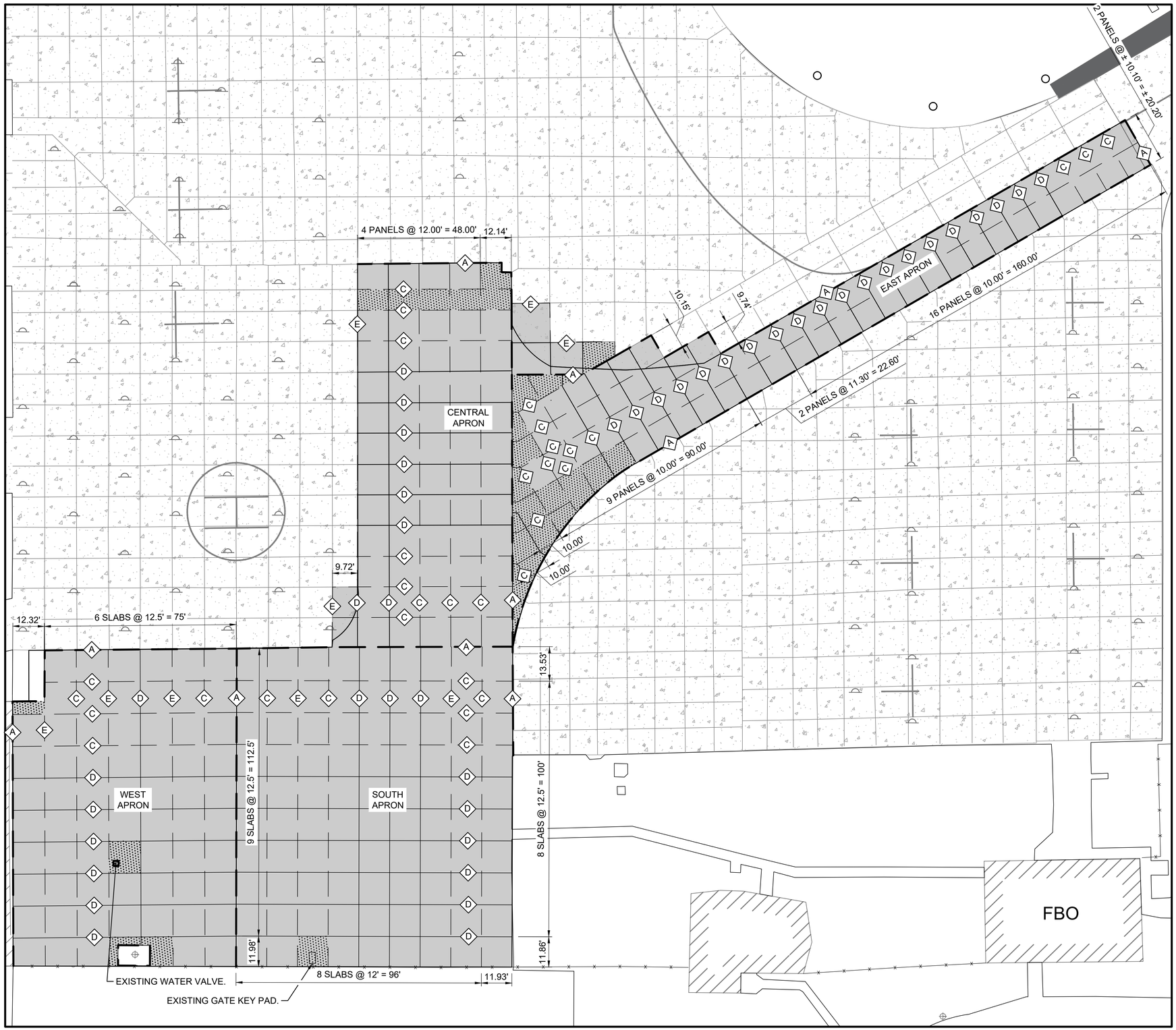

N

0 10' 20' 40' 60'

(IN FEET)

LEGEND

- EXISTING CONCRETE PAVEMENT
- EXISTING APRON ASPHALT PAVEMENT
- PROPOSED 8" CONCRETE PAVEMENT
- PROPOSED 8" REINFORCED CONCRETE PAVEMENT
- TYPE "A" THICKENED EDGE ISOLATION JOINT
- TYPE "C" DOWELED CONTRACTION JOINT
- TYPE "D" DUMMY CONTRACTION JOINT
- TYPE "E" DOWELED CONSTRUCTION JOINT

1 CR-103 | 2 CR-103 | 3 CR-103 | 4 CR-103

NOTES:

1. SEE SHEET(S) CR-101 AND CR-103 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
2. ALL SAWCUTS WITHIN 2' OF THE PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE EDGE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. ADJUSTMENTS TO THE TYPES OF JOINTS SHOWN MAY BE MADE BASED ON THE CONTRACTOR'S CONSTRUCTION METHODS. ANY PROPOSED JOINT CHANGES SHALL BE SUBMITTED TO THE ENGINEER APPROVAL A MINIMUM OF 14 DAYS PRIOR TO PAVEMENT CONSTRUCTION.
4. JOINT LETTER DESIGNATIONS ARE PLACED IN GENERAL LOCATIONS AND DEPICT THE JOINTS TO BE THE SAME TYPE FOR THE ENTIRE LENGTH BETWEEN DESIGNATIONS.
5. SLABS SHALL BE EVENLY SPACED THROUGHOUT THE SHOWN DIMENSION.
6. ALL ELEVATIONS ARE TRUNCATED BY 1900'.

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

JOINTING PLAN (SCHEDULE 2)

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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DRAWING NUMBER
CJ-102

SHEET NUMBER **22A**

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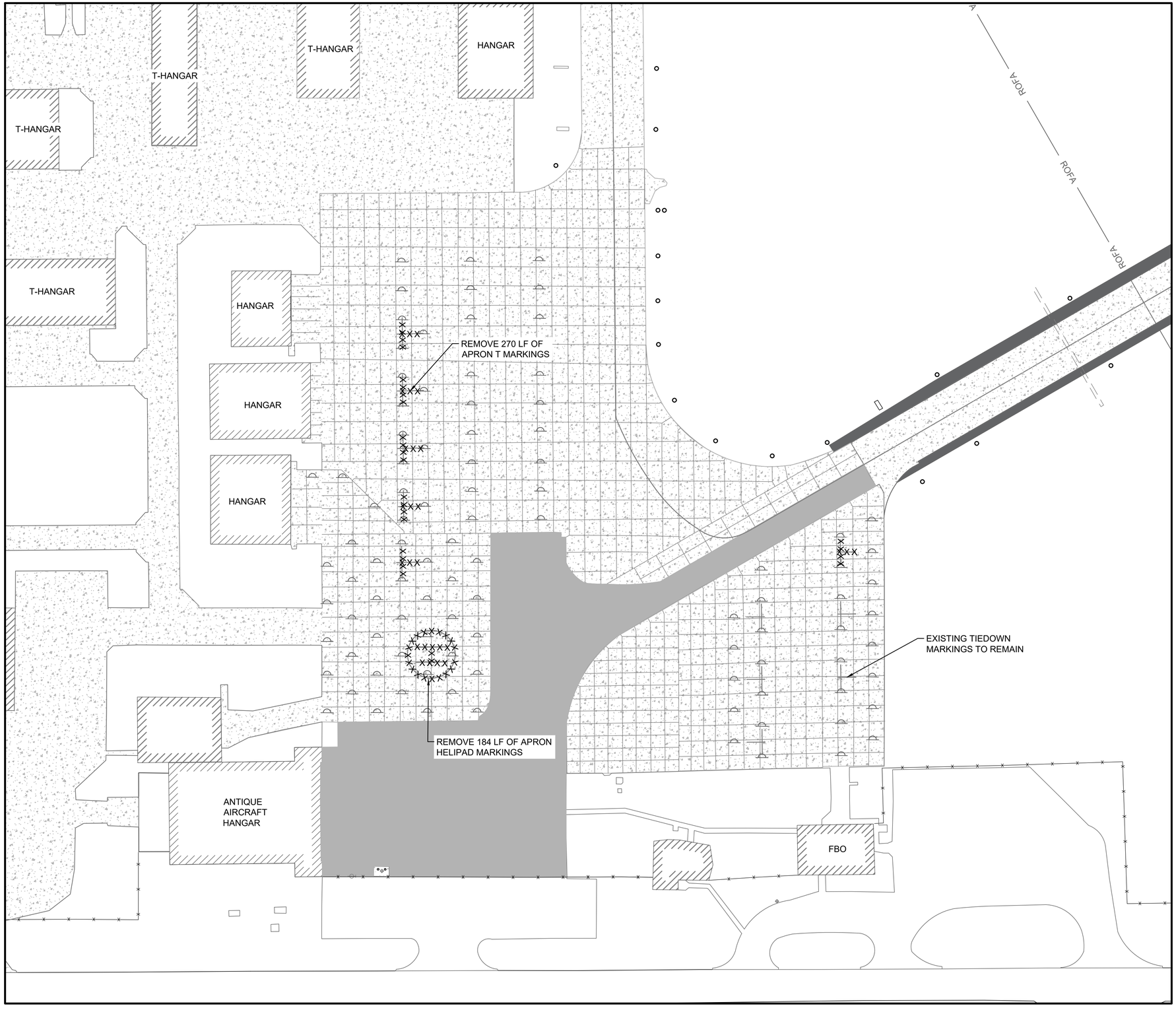

N

0 20' 40' 80' 120'

(IN FEET)

LEGEND

	EXISTING MARKINGS
	TAXIWAY SHOULDER ASPHALT PAVEMENT
	APRON ASPHALT PAVEMENT
	TAXIWAY CONCRETE PAVEMENT
XXXXXXXX	PAVEMENT MARKING REMOVAL
RSA	RUNWAY SAFETY AREA

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV.	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

MARKING REMOVAL PLAN

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

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DRAWING NUMBER
CM-101

SHEET NUMBER **23**

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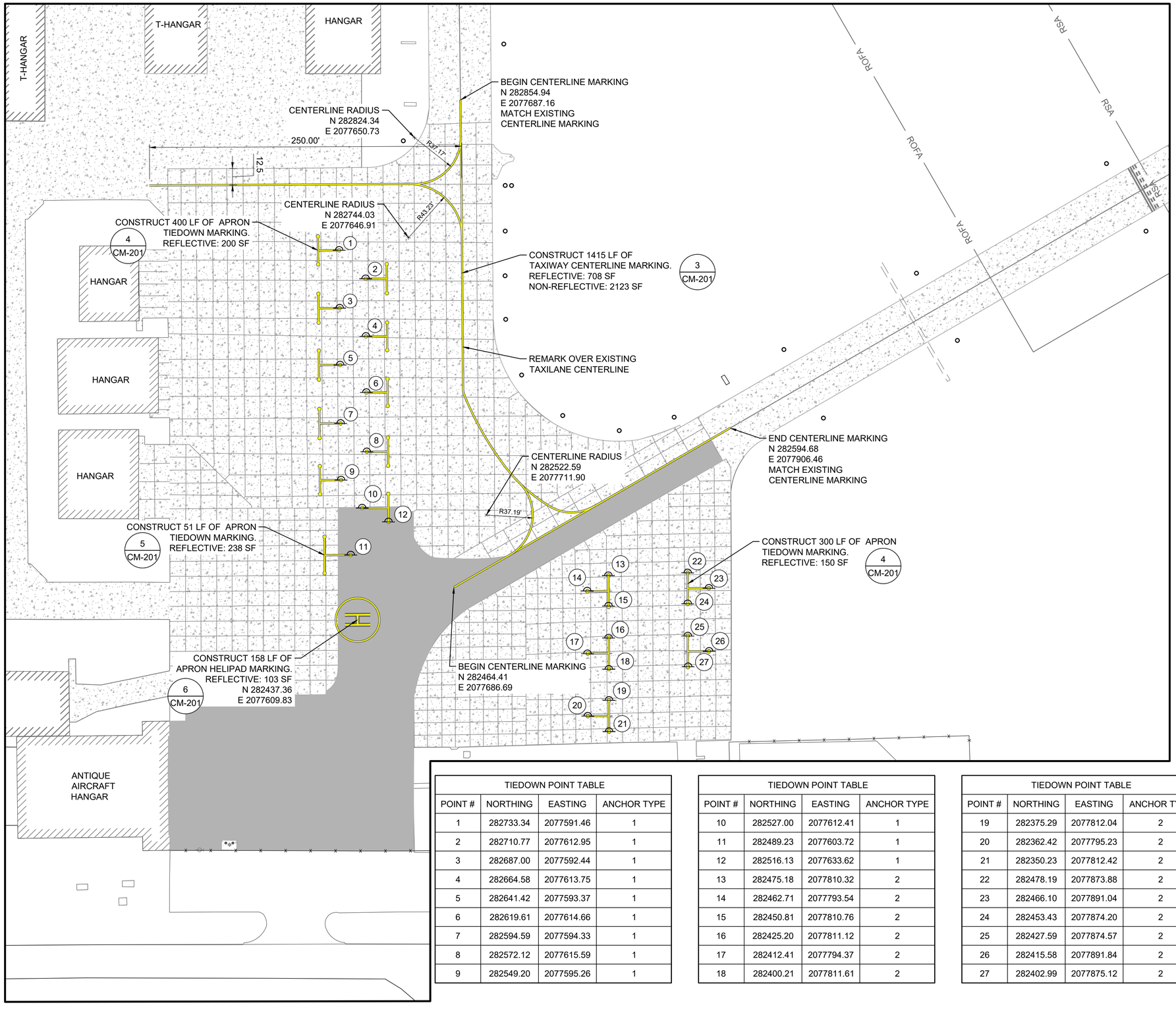

TIEDOWN POINT TABLE			
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2	282710.77	2077612.95	1
3	282687.00	2077592.44	1
4	282664.58	2077613.75	1
5	282641.42	2077593.37	1
6	282619.61	2077614.66	1
7	282594.59	2077594.33	1
8	282572.12	2077615.59	1
9	282549.20	2077595.26	1

TIEDOWN POINT TABLE			
POINT #	NORTHING	EASTING	ANCHOR TYPE
10	282527.00	2077612.41	1
11	282489.23	2077603.72	1
12	282516.13	2077633.62	1
13	282475.18	2077810.32	2
14	282462.71	2077793.54	2
15	282450.81	2077810.76	2
16	282425.20	2077811.12	2
17	282412.41	2077794.37	2
18	282400.21	2077811.61	2

TIEDOWN POINT TABLE			
POINT #	NORTHING	EASTING	ANCHOR TYPE
19	282375.29	2077812.04	2
20	282362.42	2077795.23	2
21	282350.23	2077812.42	2
22	282478.19	2077873.88	2
23	282466.10	2077891.04	2
24	282453.43	2077874.20	2
25	282427.59	2077874.57	2
26	282415.58	2077891.84	2
27	282402.99	2077875.12	2

N

0 20' 40' 80' 120'

(IN FEET)

LEGEND

- APRON ASPHALT PAVEMENT
- TAXIWAY CONCRETE PAVEMENT
- EXISTING MARKINGS
- PROPOSED YELLOW MARKINGS
- PROPOSED TIEDOWN (1/2 CM-201)
- EXISTING TIEDOWN
- RSA — RUNWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

NOTES:

1. SHEET INTENDED TO BE PRINTED IN COLOR.
2. SEE SHEET(S) CM-201 FOR AIRFIELD MARKING DETAILS.
3. MARKINGS ON EXISTING PAVEMENT SHOWN FOR REFERENCE ONLY.
4. UNLESS OTHERWISE NOTED, QUANTITIES ON THIS SHEET REFERENCE THE WORK AREA ON THIS SHEET.
5. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
6. ANY DISCREPANCIES BETWEEN THESE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.
7. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.
8. TEMPORARY QUANTITIES DENOTE FIRST PAVEMENT MARKING APPLICATION AT A 50% RATE WITHOUT GLASS BEADS. REFLECTIVE AND NON-REFLECTIVE QUANTITIES DENOTE FINAL PAVEMENT MARKING APPLICATION AT A 100% RATE WITH GLASS BEADS.
9. ALL PAVEMENT MARKINGS SHALL BE OUTLINED IN 6" BLACK PAINT UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAILS SHEETS FOR MORE DETAILS. BLACK PAINT SHALL NOT RECEIVE REFLECTIVE MEDIA.TEMPORARY MARKINGS SHALL NOT RECEIVE BLACK OUTLINE.
10. MARKINGS MAY BE INSTALLED IN A SINGLE MOBILIZATION AFTER ALL PAVEMENT REPAIRS HAVE BEEN COMPLETED.
11. EXISTING TIEDOWNS ARE NOT SHOWN.

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PROFESSIONAL CIVIL ENGINEER
ROGER KNOBELOCH
E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

MARKING PLAN

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CM-102

SHEET NUMBER **24**

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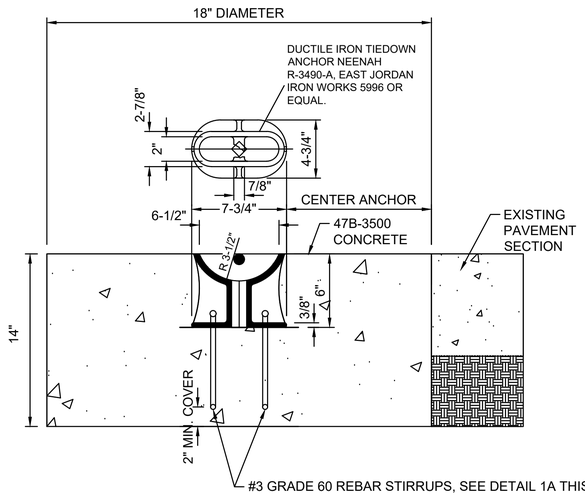


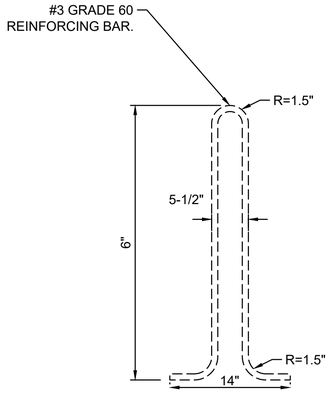
1 CM-201

TIEDOWN ANCHOR TYPE 1 DETAIL

SCALE: NONE

NOTES:

1. 18" DIAMETER CORE, NEENAH MOORING ANCHOR, EAST JORDAN OR EQUAL.
2. CONTRACTOR SHALL SUBMIT TIE DOWN INSTALLATION METHOD TO ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
3. ENGINEER SHALL VERIFY FORMS PRIOR TO CONCRETE INSTALLATION.



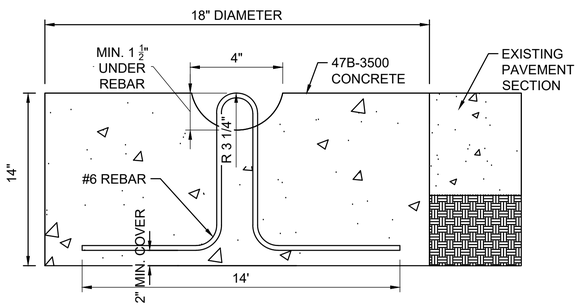
1A CM-201

REBAR STIRRUP DETAIL

SCALE: NONE

NOTES:

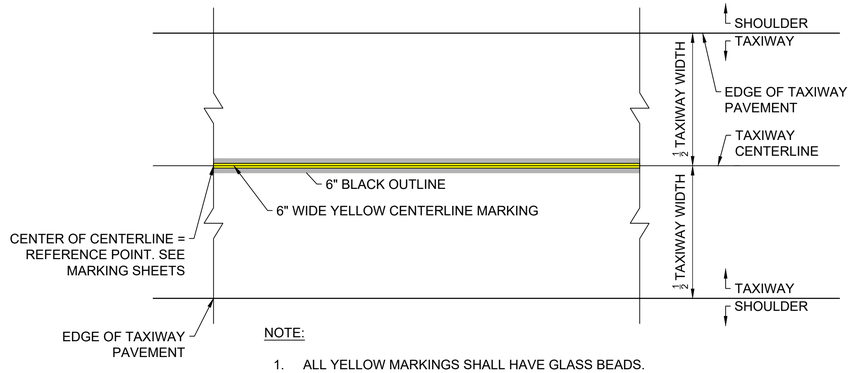
1. SECURE ONE REBAR STIRRUP THROUGH EACH MOORING EYE HOLE (2 STIRRUPS PER TIE-DOWN ANCHOR).



2 CM-201

TIEDOWN ANCHOR TYPE 2 DETAIL

SCALE: NONE



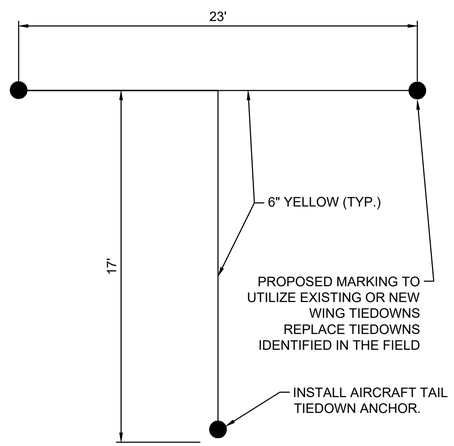
NOTE:

1. ALL YELLOW MARKINGS SHALL HAVE GLASS BEADS.
2. ALL BLACK MARKINGS SHALL NOT HAVE GLASS BEADS.
3. BLACK OUTLINE SHALL BE 6" OUTSIDE OF YELLOW MARKING.
4. DIMENSIONS DO NOT INCLUDE BLACK OUTLINE.

3 CM-201

TAXIWAY CENTERLINE MARKING

SCALE: NONE



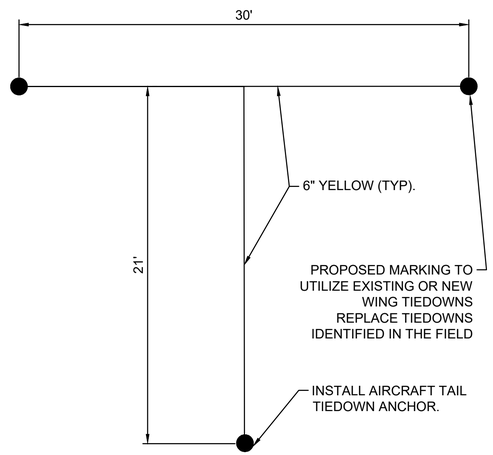
4 CM-201

TIEDOWN LAYOUT

SCALE: NONE

NOTE:

ALL MARKINGS SHALL BE YELLOW AND SHALL HAVE GLASS BEADS. BLACK OUTLINE NOT REQUIRED.



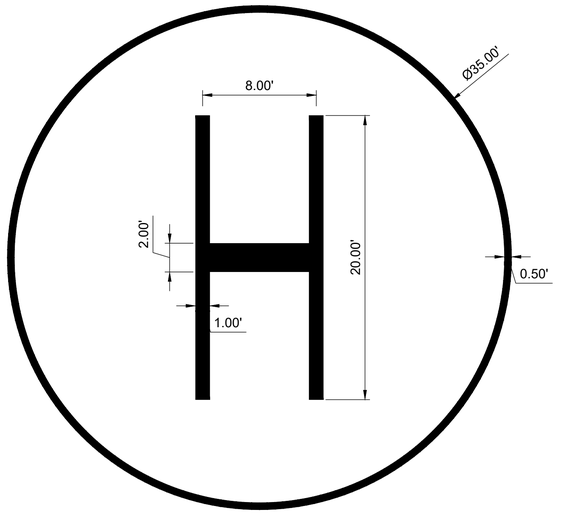
5 CM-201

LARGE TIEDOWN LAYOUT

SCALE: NONE

NOTE:

ALL MARKINGS SHALL BE YELLOW AND SHALL HAVE GLASS BEADS. BLACK OUTLINE NOT REQUIRED.



6 CM-201

HELICOPTER PARKING DETAIL

SCALE: NONE

NOTE:

ALL MARKINGS SHALL BE YELLOW AND SHALL HAVE GLASS BEADS. BLACK OUTLINE NOT REQUIRED.

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E-17159
STATE OF NEBRASKA

DIGITALLY SIGNED 5/27/2025

REV	DATE	DESCRIPTION	BY
1	5/16/25	ADDENDUM 5 - BID SCHEDULES	RSK

HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA

APRON REHABILITATION

MARKING DETAILS

JOB NO.: 23A27150
DATE: MAY 2025
DESIGNED BY: RSK
DRAWN BY: AJA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CM-201

SHEET NUMBER **25**

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