

March 1, 2019

To: Plan Holders for Improvements to
Kirksville Regional Airport
Kirksville, Missouri
MoDOT Project No. 18-028A-1

Transmitted herewith is Addendum No. 2 to the Issued for Bid Contract Documents, Specifications, and Plans dated January 24, 2019 for improvements to the Kirksville Regional Airport Schedule I, New Fuel Facility and Access Road, including:

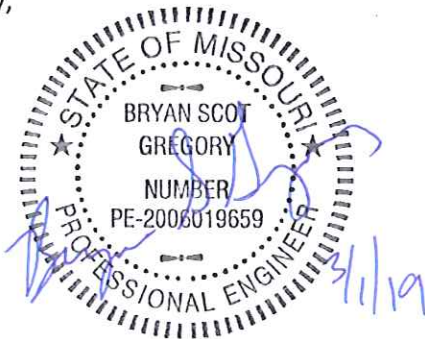
- Revised Specification SP-1, changes identified in red where possible. Major changes include:
 - No rain canopy is required, but one can be installed at no additional cost if the manufacturer prefers.
 - Removed requirements for Missouri Registered Professional Engineer to sign the fueling tanks and equipment.
 - Provide for welded connections in lieu of threaded
 - Clarifications on type of monitoring system.
 - Using the jet fuel filter/separator for the AVGAS system, delete AVGAS Filter/Monitor.
 - Add requirement for fusible fire safety valve or equivalent.
 - Change pump requirements to 3-phase.
 - Clarification that the static relaxation vessel is required for both the Jet A and the AVGAS systems. This was debated among some bidders, but NFPA 407 (2017) section 4.1.5.9 does not except AVGAS systems from this requirement.
 - Clarification of the City preference for separate retail and high flow rate hoses and meters in lieu of a "quick disconnect" type system, where expensive nozzles have a higher likelihood of being stolen.
- Revised plan sheet G052 to reflect 90 working days, attached.
- The change from 50 working days to 90 working days is also hereby to be reflected on the following pages:
 - Request for Bids/Invitation for Bids
 - Page "Section 1-2", 2 locations
 - Section 80-08 of the contract, 2 locations
 - Page "Section B-3"
 - Page "Section B-32"
- Of the pages above, Page "Section B-3" is critical to an accurate bid proposal, so all of the bid proposal sheets "Section B-1" through "Section B-21" are being attached for ease of reference.

The remaining pages are not being separately attached to this addendum to save paper if this addendum is printed. This change will be reflected in the Issued for Construction documents.

- Revised plan sheets E200 and E250 to bring 3-phase power to the fuel system.
- A question was received regarding area lighting. The existing Note 5 on sheet E200 was clarified to draw attention to the requirement and add language in case the fueling system does not have a canopy.
- Revised bidding proposal reflecting the pavement marking to be performed by others. No bid should be provided for items P-620a and P-620b. This change will also be reflected in the quantity table on Plan Sheet G002 and in the contract documents pages "Section 1-1" and "Section 1-2", not separately attached to this addendum to save paper. The revised proposal sheets are included in the bidding document provided above. If the wrong bidding documents are inadvertently provided by a bidder, any bids in lines P-620a and P-620b will be ignored when evaluating bids.
- Although requests for bid extension were noted, no bid extension is being granted in order to meet council meeting deadlines. Bids are still due on Tuesday, March 5, 2019 at 3:00 PM.

As a reminder, bids are due Tuesday, March 5, 2019 at 3:00 PM.

Sincerely,



Jviation, Inc.

Bryan Gregory, P.E.

Project Engineer

ITEM SP-1 AVGAS AND JET-A TANKS AND FUELING EQUIPMENT

SCOPE OF WORK

- A. The work to be performed under this specification section shall consist of fabricating, delivering, installing, connecting, and testing two self-contained (one 12,000-gallon AVGAS and one 12,000-gallon JET-A) double-wall, fire resistant (UL-2085) unit consisting of an above-ground double wall steel tank with integral fuel transfer equipment, as described herein and on the drawings. The steps and platform assembly for each tank is considered to be an integral part of the assembly.
- B. The work shall include all coatings (paint), signs and labels. The scope of work shall include all equipment, installation, accessories, start-up, testing, training, and incidentals required for a complete and functional installation, other than work specifically noted to be completed by others. Fuel will be supplied by others. (Note: The term “above ground fuel tank” is used herein to refer to the self-contained tank and associated equipment.)
- C. The work shall also include the tank saddle foundations, concrete pads and structural fill over which the tank shall be installed. The Contractor shall be responsible for design of the fuel tanks, supports, and foundations.
- D. Any subgrade preparation, including material density, to meet the Contractor’s foundation design requirements will need to be completed by the Contractor. The subgrade in-place field density will be tested by the Contractor, observed by the Engineer, and determined in accordance with ASTM D 6938 using Procedure A, the direct transmission method.
- E. The work shall also include installation of electrical service to the tank, outlets for mobile refueler engine heaters, and area lighting (explosion-proof as noted in the plans). **A rain canopy can, but does not have to extend over the equipment.**
- F. The concrete pad under the tanks, bollards, and curbing (collectively called the “containment area” below) have been designed to meet some typical requirements for protection of a fuel system and containment of spilled fuel from the transport tanker or mobile refueler trucks. Because fuel equipment size and shape can vary significantly, the Engineer reserves the right to re-design the containment area to fit the Contractor’s chosen fueling equipment. If size or spacing deficiencies or significant excess pavement are identified because of the Contractor’s selected equipment (as approved in a submittal), the Contractor shall notify the Engineer and cooperate with any subsequent re-design of the containment area. The Contractor shall notify the Engineer of any required or optional changes at least thirty (30) days before the containment area work is to begin or as agreed by the Engineer. This section will not be considered for any value engineering proposal.

QUALITY ASSURANCE – MATERIALS AND EQUIPMENT

- A. Materials and equipment are specified either in generic terms or by specific manufacturer. If a specific manufacturer is indicated, the Contractor shall supply either the specified material or equipment, or an item from another manufacturer that is considered “equal or better” than the specified item in the sole judgment of the Engineer, based on detailed information submitted by the Contractor. To be considered “equal or better”, the submitted equipment must conform to the criteria described in the Contract Documents, shall physically fit in the same location as the specified item, and shall meet all of the applicable regulatory codes and testing requirements.

B. Aviation Fuel equipment and assemblies shall be manufactured, fabricated, or assembled by firms specializing in the manufacture, fabrication, or assembly of aviation fueling systems, with a minimum of five (5) years of documented experience.

- a. Possible Manufacturers:
- b. American Environmental Aviation
- c. Garsite
- d. Fuel Tech
- e. Millennium Systems
- f. Modern Welding Company
- g. WE-MAC Manufacturing Company
- h. Approved Equal

C. Capable service support for all equipment shall be readily available in the local (Missouri) service area. Availability of local service support may be a critical factor in determining the acceptability of equipment.

D. Detailed shop drawings, certifications, and other manufacturer's information shall be submitted to the Engineer for approval. Submittals shall be completed for all components, equipment, and other items (except minor generic hardware items). THE SUBMITTAL SHALL INCLUDE A CERTIFICATION BY THE FUELING EQUIPMENT INSTALLER THAT THE SUBMITTED ITEMS CONFORM TO THE REQUIREMENTS OF THESE SPECIFICATIONS (with any technical differences specifically noted in the certification, with a request for approval). Copies of warranties shall be included in the submittal. Items shall not be ordered prior to the return to the Contractor of the approved submittals.

E. There is no equipment prequalification process during the bidding period. If the Bidder wishes to furnish equipment from other than a specified manufacturer or fabricator, the bidder shall be prepared to justify the acceptability of the equipment that he or she intends to use as a condition of award of contract, in the event that he or she is the apparent successful bidder. If the bidder intends to furnish major equipment from other than the specified manufacturer or fabricator, it is recommended that the bidder include, with the bid, basic manufacturer's information describing the equipment to be furnished and the experience and qualifications of the manufacturer or fabricator, as well as availability of service support.

QUALIFICATIONS OF CONTRACTOR, FUELING EQUIPMENT INSTALLER, ENGINEER, AND PERSONNEL

A. The Contractor shall be a qualified Aviation Fueling Contractor and/or Aviation Fueling Equipment Fabricator, having not less than five (5) years continuous experience in aviation fueling fabrication and/or installations.

B. The Contractor and/or Subcontractor performing the fueling equipment installation shall be registered in the State of Missouri with the Department of Agriculture and have the appropriate spill protection insurance.

C. All engineering design including, but not limited to ~~the fueling tanks and equipment, working platform, and~~ foundation design shall be signed and sealed by a professional engineer registered in the State of Missouri. This specification attempts to set out some minimum expectations, but because tanks and equipment vary, detailed design has not been performed. Any changes due to conflicts between the plans

and specifications for the project and the design performed by the Contractor~~s professional engineer~~ shall be noted to the Engineer and approved before incorporation into the project. This work shall be considered incidental to the project bid items and will not be paid for separately.

PERMITS

The Contractor shall obtain all necessary permits from all governing federal, state, and local jurisdictions. This includes but is not limited to the Missouri Department of Agriculture, Division of Weights and Measures Petroleum Inspection Program. The Contractor shall coordinate and schedule all required inspections to attain approvals for the work as required including all local, municipal, and airport authorities. This work and any required permits are considered incidental to the lump sum tank installation items and will not be paid for separately. The Contractor shall submit to the Engineer prior to final acceptance all necessary certificates of approval from all governing jurisdictions.

GOVERNING STANDARDS

- A. Equipment and installation necessary to accomplish the work specified herein shall be consistent with the latest editions of all applicable federal, state, and local codes, rules, and regulations regarding fuel storage, transfer, and dispensing systems, and all industry standards, practices, and equipment manufacturer requirements at a minimum, including but not limited to, the following standards, practices, and codes:
- a. Comply with the Missouri Department of Agriculture, Weights and Measures requirements, including but not limited to:
 - 1. Chapter 414 RSMo, Fuel Regulation and Conservation.
 - 2. Service Station & Bulk Plant Information Guide.
 - * Note that Missouri's guidance and regulations are, in part, based on older federal regulations. Where regulation conflicts may exist, preference should be given to the more current regulations unless sound engineering judgment dictates otherwise and approved by Engineer.
 - b. Missouri Code of State Regulations (CSR) including but not limited to 2 CSR 90-30, Petroleum Inspection.
 - c. United States Environmental Protection Agency (EPA) including but not limited to 40 CFR 112 Oil Pollution Prevention (SPCC rule).
 - d. National Fire Protection Association (NFPA)
 - 1. NFPA 30, Flammable and Combustible Liquids Code.
 - 2. NFPA 30A, Code for Motor Fuel Dispensing Facilities and Repair Garages.
 - 3. NFPA 70, National Electric Code (NEC).
 - 4. NFPA 101, Life Safety Code.
 - 5. NFPA 407, Standard for Aircraft Fuel Servicing.
 - 6. NFPA 704, Identification of the Hazards of Materials for Emergency Response.
 - e. Air Transport Association (ATA) Specification No. 103 – Standards for Jet Fuel Quality Control at Airports.
 - f. Occupational Safety and Health Administration (OSHA) including but not limited to 29 CFR 1910 Occupational Safety and Health Standards.

g. All work specified herein shall conform to or exceed the requirements of the above referenced codes, rules, and regulations; provided that whenever the provisions of said publications are in conflict with the requirements specified herein, the more stringent requirement shall apply.

h. Handbook 44 - National Institute of Standards and Technology for specifications, tolerances and other technical requirements for weighing and measuring devices.

B. Where governing standards listed above reference industry standards, the following standards shall be followed as applicable:

a. Petroleum Equipment Institute (PEI)

1. Publication RP 200, Recommended Practices for Installation of Aboveground Storage Systems for Motor Vehicle Fueling.
2. Publication RP 300, Recommended Practices for Installation and Testing of Vapor Recovery Systems.
3. Publication RP 400, Recommended Practices for Testing Electrical Continuity.
4. Publication RP 1300, Recommended Practices for Aviation Fueling Systems.

b. American Petroleum Institute (API)

1. API Publication 1500, Storage and Handling of Aviation Fuels at Airports.
2. API Bulletin 1529, Aviation Fueling Hose.
3. API Bulletin 1542, Airport Equipment Marking for Fuel Identification.
4. API 1581, Specifications and Qualification Procedures for Aviation Jet Fuel Filter/Separators.
5. API Standard No. 2000, Venting Atmospheric and Low-Pressure Storage Tanks.
6. Manual of Petroleum Measurement Standards Chapter 6 – Metering, Section 4 – Metering Systems for Aviation Fueling Facilities.

c. Underwriters Laboratories, Inc. (UL)

1. UL – 1203, Standard for Explosion-Proof and Dust-Ignition-Proof Electrical Equipment for Use in Hazardous (Classified) Locations.
2. UL – 1238, Standard for Control Equipment for Use with Flammable Liquid Dispensing Devices.
3. UL – 2085, Standard for Protected Aboveground Tanks for Flammable and Combustible Liquids.

START UP AND TRAINING

A. The Contractor shall be responsible to provide start-up and training of all major systems and electrical equipment and assume all associated costs, including wages and expenses of manufacturer's representatives.

B. Contractor shall notify the Owner and Engineer at least one week prior to scheduling equipment start-up tests and training events. The Contractor shall provide labor and material as necessary to aid Owner and Engineer in inspection and verification of equipment start-up.

C. Where required by the technical specifications, the manufacturer's authorized representative shall be present at the time of equipment start-up and shall be responsible for conducting all tests and certifying the results.

D. After verification by the Owner that the installation is acceptable, the Contractor will provide the services of qualified personnel to instruct the Owner's representative or fueling system operator in the operation

of each partial or complete system or piece of equipment (e.g., pumping systems, filter systems, tank monitoring system, etc.). Advance notice of at least one week shall be given to the Owner prior to the scheduling of this instruction period. The Owner reserves the right to postpone acceptance of any equipment for which the Owner has not received instructions.

SPECIFIC REQUIREMENTS – AVGAS AND JET-A FUEL EQUIPMENT

- A. General: Provide two pre-engineered, pre-fabricated, integrated, self-contained, complete fuel storage tank systems and associated equipment as described herein. Tanks shall be UL-2085 (Fireguard) Protected Tanks. The AVGAS tank is to be 12,000 gallon and the Jet-A tank is to be 12,000 gallon.
- The system and components shall meet the following codes and standards: NFPA 30 & 407, ATA 103, FAA AC-150/5230-4, and API 1581, 1583, and 1529.
 - The system shall offload the transport truck and allow recirculation at a rate of 190 Gallons Per Minute (GPM) minimum.
 - The system shall be capable of pumping fuel into the aircraft at a rate of 22 Gallons Per Minute (GPM) minimum and into a mobile refueler at 80 Gallons Per Minute through the use of single point refueling.
 - As per NFPA 407, piping valves and fittings shall be of metal suitable for aviation fuel service, and designed for the working pressure and mechanically and thermally produced structural stresses to which they could be subjected and shall comply with ANSI B31.3. Cast-iron, copper, copper alloy, and galvanized steel piping, valves, and fittings shall not be permitted. Fuel control/operating valves shall be ¼ turn butterfly style rated at 250 psi. Valve bodies and lugs shall be constructed of ductile iron with stainless steel stems (ASTM A-582, Type 416), copper bushings, and Viton seals (Buna-N allowed for Jet-A) or approved equal.
 - All pre and post filtration piping shall be schedule 10 stainless steel. Where ever possible piping connections shall be ~~either threaded or welded type~~. Unless otherwise approved by the Engineer, no piping of 1" or greater shall have threaded connections. Welders utilized for process piping shall be certified pipe welders under ASME. Victaulic couplers are not allowed.
 - All components in contact with fuel shall be carbon steel or stainless steel. Aluminum or soft metal components will not be acceptable, except for such nozzles, meters, and swivels as may be standard industry practice.
 - System and components shall meet standards as required by major aviation fuel suppliers for the storage and dispensing of Avgas and Jet-A.
- B. Tank Specifications: Provide a 12,000-gallon AVGAS tank, and a 12,000-gallon Jet A Fuel tank. Unless otherwise approved, both tanks shall be cylindrical, aboveground, horizontal, double-wall, 10-gauge carbon steel with interstitial monitoring. The tanks shall be fabricated consistent with Underwriters Laboratories' UL-2085 specifications and shall be so labeled. The tanks shall be configured with dispensing and refueling equipment at the same end as indicated in the plans. At the Contractor's option an all stainless steel inner tank may be used.
- Tank shall meet NFPA 30 codes for aboveground storage tanks. The tank shall be factory pressure tested in accordance with the code under which it is fabricated.

Secondary Containment: A closely-spaced, double wall tank arrangement meeting UL-2085 listed as both a "Protected" and a "Fire-Resistant" AST and STI F941 for Thermally Insulated Aboveground Tanks with interstitial monitoring shall be provided, for secondary containment.

- b. The top of the secondary tank shall be sloped so that water will not accumulate on top of the tank.
- c. Finish: Tank interior, and all exterior surfaces (other than glass, stainless steel, nameplates, and similar items) shall be factory sandblasted and shall be protected from corrosion by a minimum of one primer coat, one bond coat, and 10 to 12 mils of two part epoxy, color white. Prior to painting, prep interior to SSPC SP-10 standards and external areas to SP-6 Standards.
- d. Tank Slope: Fabricate the tank support cradles (saddles) so the tanks have the proper slope when placed on the concrete pad in the saddles. Note that the concrete pad under the tank area is not designed to be level and slopes to drain. Proper tank slope will need to be coordinated by the Contractor with the tank fabricator in conjunction with the concrete pad and saddle foundation design. Contractor is responsible to verify slope of concrete. All tank openings shall be at the top of the tank. Contractor is responsible to coordinate support fabrication with slope of retention basin.
- e. Install and mount fuel facilities in accordance with referenced standards NFPA 30, NFPA 30A and PEI RP200, as shown on the Contract Drawings, and as recommended by the tank manufacturer.
- f. Provide all necessary openings and pipe penetrations. Coordinate with tank accessories described herein.
- g. Labeling: The tank and piping systems shall receive proper labeling, cautionary wording, and color code, per NFPA 407, API 1542, and UL-2085. Where discrepancies in labeling may appear, notify the Owner's Representative for direction. In addition, the tank nameplate shall indicate the following:
 - 1. Standard of design by which tank was manufactured
 - 2. Name of product to be stored in the tank (AVGAS 100LL or JET-A)
 - 3. Year in which tank was manufactured
 - 4. Dimensions, design, working capacity, and tank model number
 - 5. Name of tank manufacturer
 - 6. Date of installation (fill port only)
 - 7. The fill port shall be color coded in accordance with API 1542

C. Tank Appurtenances:

- a. Manway: The storage tank shall be provided with a minimum 24-inch diameter watertight and lockable manway.
- b. Sump Drain A hand operated frost proof sump system shall be provided to drain water from the bottom of the tank. Sumping operation shall be accessible from ground level. The sump discharge point shall be configured such that a five-gallon bucket can readily be placed beneath it for easy access of fuel samples. Provide an anti-siphon valve in the sump piping. Locate drain pick-up tube in the tank sump area, in the centerline of the tank.
- c. Monitoring: An automatic tank gauging system with water monitoring capability and leak detection meeting the requirements of NFPA 30A shall be required at the top of the tank. No holes are allowed in the bottom of the tank. The system shall be an INCON, Veeder-Root, or similar system, with the same or higher capabilities as the airport's current TS-1001 system. The monitoring equipment shall be mounted in the hangar just to the south of the fuel system.

- 311
- 312 d. Overfill Prevention: Provide a fail-safe, non-hydraulic locking, 100% full closing overfill limiting
- 313 device that automatically stops delivery of liquid to the tank when the liquid level in the tank reaches
- 314 95% of capacity. In no case shall this device restrict or interfere with the proper functioning of the
- 315 normal vent or the emergency vent.
- 316
- 317 e. Normal Vent:
- 318 1. Provide a pressure-vacuum vent to prevent the development of pressure or vacuum exceeding
- 319 the design pressure of the tank as a result of filling or emptying and atmospheric changes. On
- 320 the AVGAS tank, the tank vent shall be compatible with the Stage I vapor recovery system.
- 321 2. Both tanks shall be equipped with adequate normal venting to prevent the development of
- 322 vacuum or pressure sufficient to distort or damage the tank. Size vents in accordance with NFPA
- 323 30. The vents must be as large as the fill or withdrawal connection, whichever is larger.
- 324 3. Vent pipe outlets shall not be less than 12 feet above the adjacent ground level or less than 2-feet
- 325 above the top of the tank (whichever is greater).
- 326
- 327 f. Emergency Vent: The tanks shall be equipped with emergency relief vents to relieve excess internal
- 328 pressure caused by exposure fires. Vents shall be sized in accordance with NFPA 30.
- 329
- 330 g. Manual Gauge Access Port: Equip tanks with lockable, watertight, manual gauge access ports.
- 331 Provide a calibrated gauge stick.
- 332
- 333 h. Volumetric Gauge with high level alarm that is readable by a truck driver from the refueling access
- 334 road at the rear of the tank. Gauges shall be calibrated in feet and inches. Central monitor, audio
- 335 visual at 90% level.
- 336
- 337 i. Structural Lifting Lugs: Provide lifting lugs designed to support the weight of the entire fuel tank and
- 338 strategically placed for even weight distribution as recommended by the tank manufacturer.
- 339
- 340 j. Fuel Dispensers as shown on plans: A dispensing device shall be provided per each product, must be
- 341 National Type Evaluation Program (NTEP) approved, and be designed for commercial and resale
- 342 use purposes. All dispensers piping shall be supported above ground as practical. Provide additional
- 343 equipment: hose as described below with grounding clamp and 50 foot of coated stainless steel cable,
- 344 bronze welder style clamp, and spring rewind reel in enclosure;
- 345
- 346 k. Vapor Recovery: The AVGAS storage tank shall be provided with a Stage I vapor recovery system.
- 347 Include vapor adapter and cap.
- 348
- 349 l. Jet Fuel Filter/Separators shall meet Energy Institute EI specification 1581, Sixth Edition, filter
- 350 elements shall meet Cat. C performance criteria and be suitable for the designed system flow rate.
- 351 The filter/separator shall be minimally equipped with an automatic air eliminator with check valve,
- 352 pressure relief valve, piston-type differential pressure gauge with pushbutton, dual stainless steel fuel
- 353 sampling probes, manual water drain valve, 3 coalescer elements, one separator element, and Water
- 354 defense or as designed by the Contractor and approved by the Engineer. Epoxy coated interior. **This**
- 355 **is required for both the Jet Fuel and AVGAS systems.**
- 356
- 357 ~~m. AVGAS Filter/Monitor shall meet E.I specification 1583 Fuel Filter Monitors with Absorbent Type~~
- 358 ~~Elements. Performance criteria suitable for designed system flow rate and be minimally equipped~~
- 359 ~~with an automatic air eliminator, pressure relief valve, piston-type differential pressure gauge with~~
- 360 ~~pushbutton, dual stainless steel fuel sampling probes and manual water drain valve or as designed by~~
- 361 ~~the Contractor and approved by the Engineer. Epoxy coated interior.~~
- 362

- m. A fusible fire safety valve or equivalent shall be installed on both the Jet A and AVGAS systems to aid in stopping fuel flow in the event of a fire.
- n. One each per product: Gorman Rupp or equivalent pump with a 208 3-phase explosion proof motor & explosion proof starter capable of delivering the required flow rates as designed by the Contractor and approved by the Engineer.
- o. ASME code static relaxation vessel to meet NFPA 407, with air eliminator and check valve, pressure relief and manual water drain valve, size to provide 30 seconds of relaxation or as designed by the Contractor and approved by the Engineer. This is required for both the Jet A and AVGAS systems, per NFPA 407 (2017) section 4.1.5.9.
- p. Fill Tube and Diffuser: The storage tank shall be equipped with a fill/drop tube at the fuel fill inlet riser. Fill tube shall be the same diameter as the fuel fill inlet riser, and shall extend to within 6-inches of the bottom of the tank or as designed by the contractor and approved by the Engineer.
- q. Support fill pipe to minimize vibration. Support shall not hinder longitudinal expansion and contraction.
- r. Fill tube shall be removable.
- s. Water Draw Tube and Pump: Each tank shall be equipped with a water draw-off pump and stainless-steel suction stub. The suction stub shall be ¾", 316 stainless steel, and equipped with a foot valve. The hand pump shall be manually actuated and equipped with a drain hose for ease of discharge to a bucket.
- t. Floating suction pipe with stainless steel test cable and anti-siphon to house the submersible pump impeller and shaft. The AVGAS floating suction arm shall have a flange connection.
- ~~u. Submersible Pump (AVGAS): The pump shall be driven by a 1.5 HP motor, installed within a stainless steel pipe with a welded bottom cap and floating suction assembly flange or as designed by the contractor and approved by the Engineer.~~
- u. Recirculation system shall recirculate at 190 gpm through filter system without deadman control.
- v. Hoses: One AVGAS 1-1/2" (Inside Diameter) X 50' serialized and certified NFPA 407, EN ISO 1825 & EI 1529 hose that is coupled, tested, and comes with a test certificate. One Jet-A 1-1/2" (Inside Diameter) X 50' serialized and certified NFPA 407, EN ISO 1825 & EI 1529 hose that is coupled, tested, and comes with a test certificate. Both hoses shall be 1000 Kpa (150 psi) MAX WP. These "retail sale" hoses shall be separate from the high flow rate hoses, with no "quick disconnect".
- w. Hose Reels: Shall be compatible with a 1-1/2" inside diameter hose for AVGAS and a 1-1/2" inside diameter hose for Jet-A, both 50' in length. The hose reel shall have an explosion-proof 110 Volt Electric Rewind Motor.
- x. Provide ¼ turn operating shut-off valves at all piping connections to the storage tank.
- y. Provide anti-siphon valves in all applicable tank piping.
- z. Piping, valves, dispensing equipment, hoses, filter monitor, air eliminator, connections, outlets, fittings, and other components shall be designed to meet the functional requirements described herein, and working pressure requirements of the system.

aa. Two 15 Gallon Product Reclaim Stations or sump recovery tanks, AVGAS and Jet-A. Incorporate and provide one (1) 15 Gallon Aluminum or Stainless Steel product recovery tank for each product in tank. The unit shall be self contained and designed to separate water and dirt from the fuel. Mount the unit in such a manner as to facilitate pouring the fuel samples into the product reclaim tank and enable to drain the water and dirt from the tank through a spring load ball valve and piping located at the bottom of the tank. The Product Reclaim Tank will also be piped back into the suction line to return the fuel to the tank through filtration during off-loading operations or recirculation of fuel.

bb. Two free standing enclosed fuel test stations complete with; sampling kits, test jars for clear and bright test, hydrometer, hydrometer cylinder, laminated calibration chart and thermometer for density (API Gravity) measurement, etc. One AVGAS and one Jet-A type shall be supplied. Dimensions on fuel test stations shall be 2' (L) x 3' (W) x 4' (H).

cc. Dead man controls with spring wound enclosure and reel.

dd. Static protection at each dispenser end, grounding clamp with 50 foot of coated stainless steel cable, bronze welder style clamp, and spring rewind reel.

ee. Electrical Items Integral with Fueling Equipment: All electrical equipment, wiring, and grounding that is a part of the fueling equipment assembly shall conform to and be installed in accordance with the National Electrical Code (NEC 70). All fuel facility control boxes, wiring components, motors, starters, and electrical equipment located in hazardous (classified) areas shall be of explosion proof design. All electrical components shall be rated NEMA 4X.

ff. The tank outlet shall be equipped with a solenoid valve positioned adjacent to and downstream from the external valve so that liquid cannot flow by gravity from the tank in case of piping or hose failure when the dispenser is not in use. Electric with a built-in bypass valve preferred.

gg. An emergency fuel shut-off switch shall be located a minimum of 50' away from the fuel tank on a pedestal at a height readily accessible (maximum of 100' away). A white sign with red letters with the words "EMERGENCY FUEL SHUT-OFF SWITCH" shall be mounted adjacent to the fuel shut-off switch in accordance with applicable codes. ~~Lookup and add the new height requirement for the sign.~~

D. Signs and Markings for the tank sides shall be provided as follows and/or as required by NFPA 407:

1. Location: All four sides of storage tank, with two sides having two and two sides having one
- Size: Approx. 1'-4" x 8" (Min letter height 3 inches)
- Face Color: Red
- Text Color: White
- Text: AVGAS 100 LL OR JET-A (as required)
2. Location: All four sides of storage tank
- Size: Approx. 1'-4" x 8" (Min letter height 3 inches)
- Face Color: White
- Text Color: Red
- Text: NO SMOKING

3. Location: All four sides of storage tank
 Size: Approx. 1'-4" x 8" (Min letter height 3 inches)
 Face Color: Red
 Text Color: White
 Text: FLAMMABLE

- E. Provide two UL listed 40-B:C fire extinguishers with weatherproof cabinets to be post mounted: one near the rear of the tank and one towards the front of the tank, as directed by the Engineer or Airport.
- F. Warranty: Tank shall be warranted to be free from defects in manufacturing, workmanship, and materials for a period of 30 years after date of shipment. All other components shall have a minimum one year parts and labor warranty, from the fabricator and installer.

EXTERNAL STAIRS/PLATFORM

- A. Furnish and install an OSHA compliant fixed stair and catwalk/platform with handrails assembly to access the manway and tank gauge port of the tank. Provide removable grating and/or covers on the platform deck to access fittings located beneath the assembly. The stair and platform with handrails assembly shall be finished (painted) in the manner described for the storage tank, except color to be Federal Safety Yellow.

TANK FOUNDATION / CONCRETE PADS

- A. Saddle Foundations: The tank systems shall be installed on saddle foundations. The Contractor shall supply foundation drawings sealed by a Registered Professional Engineer currently licensed in the State of Missouri. The foundations designed by the Structural Engineer shall be designed to support the fuel tank that the Contractor has selected that meets the requirements of the project specifications, plus 100% of the weight of the maximum amount of the AvGAS or Jet Fuel the tank will be storing. The Concrete foundation shall have a minimum compressive strength in 28 days equal to 3,000 psi per the requirements of the MO-610 Structural Portland Cement Concrete specification or the requirements determined by the Contractor's Professional Structural Engineer, whichever is greater, and shall meet all state and local codes.
- B. The Contractor shall submit the sealed foundation plans along with the shop drawings for the fuel tanks to the Engineer for review as part of the shop drawing review submittal process.
- C. Concrete Pads: The tanks shall be installed on a continuous solid slab that is poured monolithically with the tank footings per the requirements of the MO-610 Structural Portland Cement Concrete specification and per the dimensions as identified on the plans.
- D. The tank saddle foundations and concrete pads shall sit on compacted fill, free of organic material. The compacted fill is to follow material specifications set forth in Specification MO-209 and P-152 or by the Contractor's Professional Engineer's foundation design requirements.
- E. The above ground tanks shall be set on the concrete saddle foundations in accordance with foundation engineering drawings and the tank manufacturer's recommendations and shall comply with all governing code requirements.

Foundation recommendations are included in the geotechnical report “Report of Subsurface Exploration and Geotechnical Engineering Evaluation” dated July 5, 2018, by TSi Engineering, Inc. Reference the full geotechnical report included in the Appendix of the contract documents.

PERMITTING, EQUIPMENT DELIVERY, AND INSTALLATION

- A. Contractor shall be responsible for obtaining all applicable Federal, State and local permits.
- B. Contractor shall be responsible for all coordination and logistics required to deliver the above ground fuel tanks to the site via public roads. The contractor’s price shall include delivery of the tank and equipment to the proposed fuel site.
- C. IMPORTANT – FAA CRANE COORDINATION: Note that it is the responsibility of the Contractor to provide the necessary crane for setting the tanks in place. However, Contractor is advised that the site on an airport facility, and the use of a crane requires close coordination with the Airport, who must coordinate with the FAA. The Contractor shall provide the Airport with at least a 48 hour advance notice of the arrival of the crane. The height of the crane and the times and date(s) of use, shall be specified. The crane boom shall be erected only after approval is given by the the Airport. The boom may be raised during daylight hours only, and must be lowered at night and during times of poor visibility as directed by the Airport. A standard 3’ square orange and white checkerboard pattern flag shall be provided by the Contractor and flown at the top of the crane boom while in use at the airport.

The Contractor shall be required to submit a “FAA 7460-1 Notice of Proposed Construction or Alteration” to the FAA for airspace approval if a crane is to be used to offload the tanks. A favorable determination letter must be received prior to crane use. The Contractor must submit this form at least 45 days before the start date of the proposed construction use date.
- D. The above ground fuel tanks and other equipment shall be installed in accordance with manufacturer’s written instructions and approved submittals.
- E. Safeguard all manuals, parts lists, and other manufacturer’s information that is packed with the equipment for later inclusion in the Owner’s manuals (see section “Field Quality Control; Completion and Close-Out” below).
- F. Repair damage to coatings with suitable repair materials to a condition equal or better than original.

FIELD QUALITY CONTROL; COMPLETION AND CLOSE-OUT

- A. The manufacturer or fabricator of the above ground fuel tank assemblies shall provide a factory qualified service representative to supervise the installation, start-up, functional test, and training. The combined period of on-site service shall not be less than one 8-hour day.
- B. Details pertaining to operation and maintenance of the various components shall be thoroughly explained to fueling operations personnel. Any special tools required for adjusting and maintaining the equipment, or training materials, shall be provided by the service representative to the airport operations personnel.
- C. Manufacturer’s or fabricator’s representative shall conduct a complete electrical, mechanical, and functional testing of all equipment provided under this Contract. The technician shall be capable of making mechanical and electrical system adjustments to assure functioning of all control devices,

indicators, shut-downs, and alarms. Provide written certification from the manufacturer's representative indicating that the fuel systems are properly installed, have been successfully started up, and are ready for service.

- D. Any leaks, malfunctions, and punch list items shall be corrected to the satisfaction of the Owner.
- E. Contractor shall furnish to the Owner two hard copies and one electronic copy of the Owner's Manual, each including, as a minimum, operating instructions, copies of approved submittals, manufacturer's instructions and parts lists that were shipped with equipment, and warranties (at least one copy of each warranty shall be the original). Hard copies of the documents shall be neatly organized, tabbed, and bound in 3-ring binders. The electronic copy shall be in PDF format.
- F. Contractor shall furnish to the Owner two hard copies and one electronic copy of the below. Hard copies of the documents shall be neatly organized, tabbed, and bound in 3-ring binders. The electronic copy shall be in PDF format.
- a. Manufacturer Installation and Setup Checklists for the Aboveground Storage Tank (AST) systems, all piping and pump equipment, and all specified electronic overflow/spill devices. A certification for operation, if required, shall also be submitted.
 - b. Copies of all permits, signed testing reports/results (soils, concrete, tank & piping, secondary containment, all leak detection sensors, overflow protection devices, emergency stop devices, deadman switches, etc.), and certificates of inspection and/or approval.
 - c. A simple and easy to interpret chart showing minimum recommended and required future inspections to comply with safety requirements and laws in effect at the time of installation.
 - d. As-built Construction Drawings – The Contractor shall submit a full set of as-built drawings for the project that include all changes. This shall include a piping and electrical schematic for both tank systems.
- G. Contractor shall coordinate with all permitting agencies to ensure that all final inspections have been performed and all permit requirements have satisfied.
- H. The effective date of the warranties shall be the date on which the above items have been completed, and the operation of the facility has been turned over to the Owner.

MEASUREMENT AND PAYMENT

- A. Fuel Tanks: Payment for furnishing and installing all fueling equipment under this section shall be paid for under the lump-sum contract price. Also included in the lump sum fuel tank pay items are the electrical rack, wire and conduits, light fixture, rain hoods, stairs and platform, emergency fuel shut-off switch and all other incidentals associated with the fuel tanks. Partial payments shall be made upon completion of three project milestones. 20% of the contract price will be paid as a deposit for tank fabrication. This payment shall be made upon acceptance of project submittals. 30% of the contract price will be paid upon delivery of the tanks to the project site. The remaining 50% will be paid upon project completion. Five (5) percent retainage will be withheld from all payments per section 90-06.
- B. Tank Foundation and Pads: Payment for obtaining sealed foundation plans and constructing the concrete saddle foundations, pads and structural fill under this section shall be paid for under the lump-sum contract price. Partial payments shall be made upon completion of three project milestones. 10% of the contract price will be paid upon acceptance of project submittals including concrete mix design. 40% of the contract price will be paid once the foundations and pads have been poured/constructed on-site.

The remaining 50% will be paid upon passing 28-day concrete test reports meeting the design requirements. Five (5) percent retainage will be withheld from all payments per section 90-06.

- C. Payment of the lump-sum contract prices shall be full compensation for furnishing all material, labor, equipment, incidentals, supplies, start-up, testing, adjustment, factory representation, etc., required to complete the work under this section as a complete and functional unit.

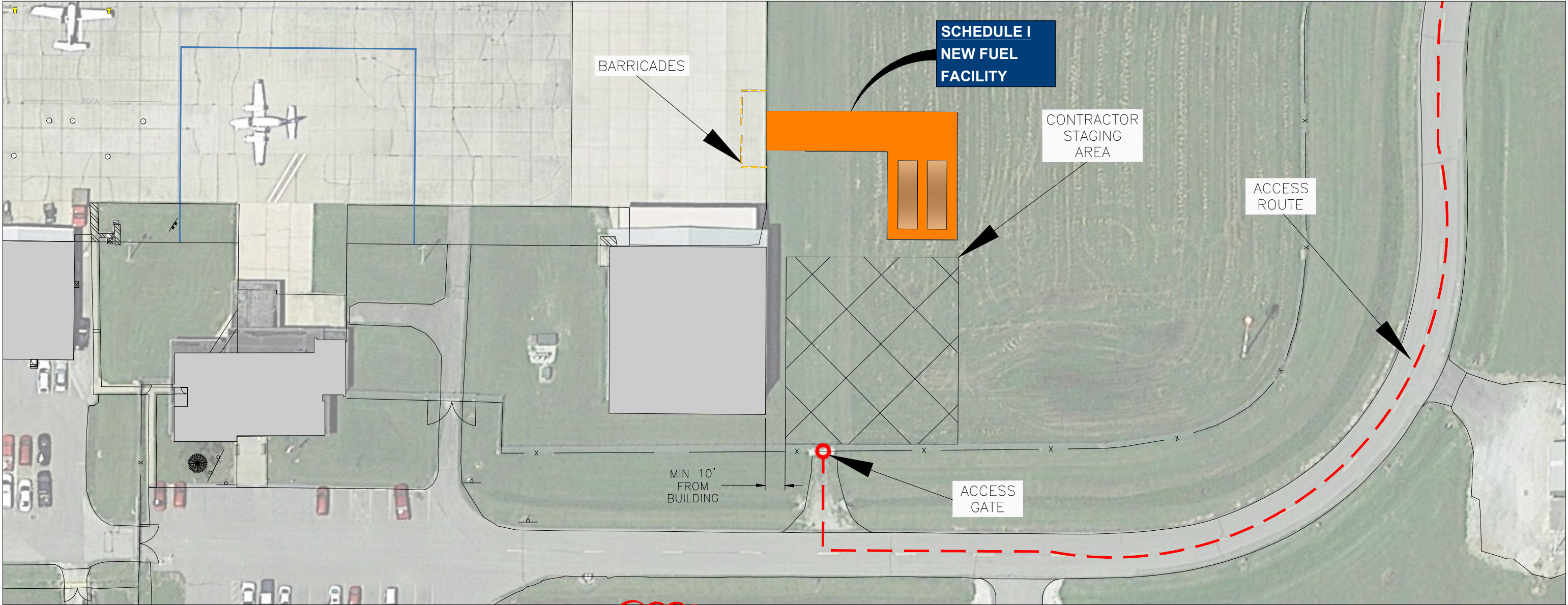
Payment will be made under:

- | | |
|-------|--|
| SP-1a | Acquire and Install Double-Wall 12,000-gallon AVGAS Fuel Tank – per Lump Sum |
| SP-1b | Acquire and Install Double-Wall 12,000-gallon Jet-A Fuel Tank – per Lump Sum |
| SP-1c | Fuel Tank Concrete Saddle Foundations and Concrete Pads – per Lump Sum |
| SP-1d | Electrical Installation for Fuel Tanks – per Lump Sum |

****END OF ITEM SP-1****

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638

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SCHEDULE I – CONSTRUCTION PHASING NOTES – PHASE 1 – 90 CALENDAR DAYS, COMPLETE NO LATER THAN OCTOBER 31, 2019			
MAJOR WORK TO BE COMPLETED	AIRPORT OPERATIONAL NOTES	OTHER NOTES	CONSTRUCTION PHASING LEGEND
SCHEDULE I – PHASE 1 1. CONSTRUCT FUEL FACILITY CONCRETE PAD. 2. INSTALL COMPLETE FUEL SYSTEM. 3. BOLLARD INSTALLATION. 4. ACCESS ROAD. 5. ALL WORK IN SCHEDULE I – PHASE 1 SHALL BE COMPLETED IN 90 CALENDAR DAYS FROM THE START OF PHASE 1. 6. IF THERE IS A TIME PERIOD WHEN SITE WORK IS COMPLETE WAITING ON CONCRETE CURE STRENGTH AND TANK PLACEMENT, CALENDAR DAYS WILL BE SUSPENDED, BUT NO WORK WILL BE ALLOWED DURING THE SUSPENSION TIME. 7. WORK SHALL BE COMPLETE NO LATER THAN OCTOBER 31, 2019.	1. THE CONTRACTOR SHALL HAVE 24 HOURS PER DAY ACCESS TO PHASE 1 WORK AREAS. 2. PHASE 1 SHALL NOT BE REOPENED UNTIL CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF 3,000 PSI. CONTRACTOR IS RESPONSIBLE FOR PLACING AND MAINTAINING TEMPORARY MARKERS TO DELINEATE CLOSED PAVEMENTS. 3. CONSTRUCTION BARRICADES SHALL BE INSTALLED AS DIRECTED BY ENGINEER FOR AREAS THAT ARE TEMPORARILY CLOSED TO TRAFFIC. 4. ALL OF THE CONTRACTOR'S EQUIPMENT AND ANY FOREIGN OBJECT DEBRIS (FOD) MUST BE REMOVED FROM PAVEMENTS PRIOR TO OPENING. 5. WHEN APRON/ACCESS ROAD INTERSECTION IS NOT UNDER ACTIVE CONSTRUCTION, MOVE BARRICADES TO THE EDGE OF THE APRON TO ENSURE FULL ACCESS TO HANGAR. 6. CONTRACTOR IS REQUIRED TO SUBMIT FAA FORM 7460–1 45 DAYS BEFORE ANTICIPATED USE OF A TEMPORARY CRANE. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR FAILURE TO COMPLETE THE 7460–1 ON TIME.	1. A MINIMUM OF 72 HOUR NOTICE SHOULD BE GIVEN TO THE AIRPORT FOR CONSTRUCTION ACCESS TO ALL PHASE 1 WORK AREAS IN ORDER FOR THE AIRPORT TO ISSUE A NOTAM. IF CLOSURES ARE NOT SCHEDULED PROPERLY AND IN WRITING, THE CONTRACTOR MAY NOT HAVE ACCESS TO THE DESIRED WORK AREA AND IN NO WAY IS THIS A VALIDATION FOR ADDITIONAL CALENDAR DAYS. 2. CTAF/UNICOM 122.8 MHZ SHALL BE MONITORED AT ALL TIMES. 3. THE CONTRACTOR SHALL KEEP ALL PAVEMENTS CLEAR OF DEBRIS. 4. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO EXISTING AIRFIELD PAVEMENT, LIGHTS OR AREAS ALONG THE HAUL ROUTE. 5. THE CONTRACTOR SHALL ONLY PARK EQUIPMENT IN THE DESIGNATED STAGING AREA. 6. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE OF WORK PRIOR TO COMMENCING CONSTRUCTION. 7. CONSTRUCTION BARRICADES SHALL BE PLACED ALONG THE ENTIRE LENGTH OF PAVEMENT, BETWEEN NEWLY CONSTRUCTED PAVEMENT AND EXISTING PAVEMENTS WHERE A GRADE DIFFERENTIAL EXISTS. THE CONSTRUCTION BARRICADES SHALL BE PLACED AND MAINTAINED BY THE CONTRACTOR THROUGHOUT THE PROJECT.	CONSTRUCTION PHASING LEGEND - SCHEDULE I – PHASE 1 - CONTRACTOR STAGING AREA - TRUCK/HAUL ROUTE - FLASHER BARRICADES SEE DETAIL 1 ON THIS SHEET - ACCESS GATE

RED FLASHER (SEE NOTE 1)

LENGTH 96"

HEIGHT = 18" MAXIMUM FROM GROUND TO TOP OF BARRICADE

ELEVATION

SAFETY ORANGE

WHITE

PLAN

WIDTH = 6"

4

FLASHER BARRICADE DETAIL

NTS

1. FLASHER BARRICADES WILL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR AT ALL TIMES. CONTRACTOR SHALL ALSO PROVIDE SPARE BARRICADES, BATTERIES, AND LIGHT BULBS FOR MAINTENANCE DURING NIGHTTIME HOURS.
2. LOW-PROFILE BARRICADES TO BE PLACED AT 10' INTERVALS ADJACENT TO CONSTRUCTION, AS DIRECTED BY THE ENGINEER.
3. BARRICADES ARE TO BE PLACED IN LOCATIONS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER THROUGHOUT ALL PHASES OF THE PROJECT. THE BARRICADE LOCATIONS PROVIDED ON THIS SHEET SHALL REMAIN THROUGHOUT CONSTRUCTION. ADDITIONAL BARRICADES WILL BE REQUIRED ACROSS PHASE SPECIFIC AREAS OF CLOSED PAVEMENT, AND ARE SHOWN ON PHASING SHEETS.
4. FLASHER BARRICADES WILL BE REQUIRED ALONG THE EDGE OF ANY VERTICAL DROP OFF GREATER THAN 3". AIRPORT OPERATIONS WILL ISSUE NOTAM TO ADVISE AIRCRAFT OF THIS CONDITION
5. FLASHER BARRICADES ARE TO BE ADEQUATELY WEIGHTED SO THEY WILL REMAIN IN PLACE DURING TIMES OF HIGH WINDS OR AS APPROVED BY THE ENGINEER.

GRAPHIC SCALE

(IN FEET)

25 0 25 50

ISSUED FOR BID

THESE DRAWINGS ARE FOR BIDDING PURPOSES ONLY. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

BRYAN S. GREGORY REG. NO. 2006019659 1/24/19

NAME FOR AND ON BEHALF OF JVIATION , INC.

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State Block Grant Project No. 18-028A-1

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

Schedule I - New Fuel Facility & Access Road

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

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BID PROPOSAL SUMMARY

Bidder Name:

SCHEDULE I TOTAL

\$

TOTAL ALL SCHEDULES

\$

Bidder has examined the proposed site and is familiar with all site conditions.

Signature

Date

SCHEDULE I BID PROPOSAL

Item No.	Description		Units	Estimated Quantity	Unit Price	Total
GP-105a	MOBILIZATION	at the unit price of: _____ dollars and _____ cents.	LS	1	\$	\$
P-152a	UNCLASSIFIED EXCAVATION	at the unit price of: _____ dollars and _____ cents.	CY	325	\$	\$
P-152b	24" SUBGRADE (SEE TYPICAL SECTIONS)	at the unit price of: _____ dollars and _____ cents.	SY	432	\$	\$
P-156a	CULVERT/INLET PROTECTION	at the unit price of: _____ dollars and _____ cents.	EA	1	\$	\$
P-156b	SILT FENCE	at the unit price of: _____ dollars and _____ cents.	LF	150	\$	\$
P-156c	DITCH CHECK	at the unit price of: _____ dollars and _____ cents.	EA	3	\$	\$
MO-209a	6" CRUSHED AGGREGATE BASE COURSE	at the unit price of: _____ dollars and _____ cents.	SY	432	\$	\$
MoDOT-501a	PIPE BOLLARD	at the unit price of: _____ dollars and _____ cents.	EA	6	\$	\$
MoDOT-502a	6" PORTLAND CEMENT CONCRETE PAVEMENT	at the unit price of: _____ dollars and _____ cents.	SY	432	\$	\$
MoDOT-502b	VARIABLE HEIGHT CURB	at the unit price of: _____ dollars and _____ cents.	LF	197	\$	\$
P-620a	AIRPORT TAXIWAY PAVEMENT MARKING (YELLOW) - PERFORMED BY OTHERS					
P-620b	AIRPORT PAVEMENT MARKING (BLACK) - PERFORMED BY OTHERS					

SCHEDULE I BID PROPOSAL

Item No.	Description		Units	Estimated Quantity	Unit Price	Total
MO-701a	6" DUCTILE IRON PIPE	at the unit price of: _____ dollars and _____ cents.	LF	25	\$	\$
MO-701b	6" WEDGE GATE VALVE WITH INDICATOR POST	at the unit price of: _____ dollars and _____ cents.	EA	1	\$	\$
MO-701c	12" RCP - CLASS IV	at the unit price of: _____ dollars and _____ cents.	LF	50	\$	\$
MO-701d	12" RCP CLASS IV FLARED END SECTION	at the unit price of: _____ dollars and _____ cents.	EA	2	\$	\$
SP-1a	ACQUIRE AND INSTALL DOUBLE-WALL 12,000-GALLON AVGAS FUEL TANK	at the unit price of: _____ dollars and _____ cents.	LS	1	\$	\$
SP-1b	ACQUIRE AND INSTALL DOUBLE-WALL 12,000-GALLON JET-A FUEL TANK	at the unit price of: _____ dollars and _____ cents.	LS	1	\$	\$
SP-1c	FUEL TANK FOUNDATIONS	at the unit price of: _____ dollars and _____ cents.	LS	1	\$	\$
SP-1d	ELECTRICAL INSTALLATION FOR FUEL TANKS	at the unit price of: _____ dollars and _____ cents.	LS	1	\$	\$
T-901a	SEEDING WITH HYDROMULCH	at the unit price of: _____ dollars and _____ cents.	AC	0.5	\$	\$

SCHEDULE I TOTAL \$ _____

ACKNOWLEDGEMENTS BY BIDDER

- a. By submittal of a proposal, the BIDDER acknowledges and accepts that the quantities established by the OWNER are an approximate estimate of the quantities required to fully complete the Project and that the estimated quantities are principally intended to serve as a basis for evaluation of bids. The BIDDER further acknowledges and accepts that payment under this contract will be made only for actual quantities and that quantities will vary in accordance with the General Provisions subsection entitled "Alteration of Work and Quantities".
- b. The BIDDER acknowledges and accepts that the Bid Documents are comprised of the documents identified within the General Provisions. The BIDDER further acknowledges that each the individual documents that comprise the Bid Documents are complementary to one another and together establishes the complete terms, conditions and obligations of the successful BIDDER.
- c. As evidence of good faith in submitting this proposal, the undersigned encloses a bid guaranty in the form of a certified check, cashier's check or bid bond in the amount of 5% of the bid price. The BIDDER acknowledges and accepts that refusal or failure to accept award and execute a contract within the terms and conditions established herein will result in forfeiture of the bid guaranty to the owner as a liquidated damage.
- d. The BIDDER acknowledges and accepts the OWNER'S right to reject any or all bids.
- e. The BIDDER acknowledges and accepts the OWNER'S right to hold all Proposals for purposes of review and evaluation and not issue a notice-of-award for a period not to exceed 90 calendar days from the stated date for receipt of bids.
- f. The undersigned agrees that upon written notice of award of contract, he or she will execute the contract within thirty (30) days of the notice-of-award, and furthermore, and provide executed payment and performance bonds within thirty (30) days from the date of contract execution. The undersigned accepts that failure to execute the contract and provide the required bonds within the stated timeframe shall result in forfeiture of the bid guaranty to the owner as a liquidated damage.
- g. Time of Performance: By submittal of this proposal, the undersigned acknowledges and agrees to commence work within ten (10) calendar days of the date specified in the written "Notice-to-Proceed" as issued by the OWNER. The undersigned further agrees to complete the Project within 90 Calendar days from the commencement date specified in the Notice-to-Proceed.
- h. The undersigned acknowledges and accepts that for each and every Calendar day the project remains incomplete beyond the contract time of performance, the Contractor shall pay the non-penal amount of 750 per Calendar day as a liquidated damage to the OWNER.
- i. The undersigned prime contractor, if not a MoDOT certified DBE, hereby assures that they will subcontract 0 percent of the dollar value of the prime contract to DBE firms or make good faith efforts to meet the DBE contract goal. In addition, the prime contractor will include the DBE clauses (see Supplementary Provision No. 6 of the Federal and State Provisions) required by the DBE Program adopted by MoDOT and the city in all contracts and subcontracts relating to this project. The undersigned will complete the DBE Participation information included herein, when a DBE goal has been established, including a demonstration of good faith efforts if the DBE goal is not met. If the undersigned prime contractor is a MoDOT certified DBE firm, then the prime contractor must perform at least thirty percent (30%) of the total contract value work with its own forces, and will receive DBE credit for all work which the prime contractor and any other MoDOT certified DBE firm performs directly.

- j. The BIDDER, by submission of a proposal, acknowledges that award of this contract is subject to the provisions of the David Bacon Act and the Missouri Prevailing Wage Law. The BIDDER accepts the requirement to pay prevailing wages for each classification and type of worker as established in the attached wage rate determinations as issued by the United States Department of Labor and the Missouri Division of Labor Standards. The BIDDER further acknowledges and accepts their requirement to incorporate the provision to pay the established prevailing wages in every subcontract agreement entered into by the Bidder under this project. The highest rate between the two (Federal and State) for each job classification shall be considered the prevailing wage.
- k. Compliance Reports (41 CFR Part 60-1.7): Within 30 days after award of this contract, the Contractor/Subcontractor shall file a compliance report (Standard Form 100) if s/he has not submitted a complete compliance report within 12 months preceding the date of award. This report is required if the Contractor/Subcontractor meets all of the following conditions:
- a. Contractors/Subcontractors are not exempt based on 41 CFR 60-1.5.
 - b. Has 50 or more employees.
 - c. Is a prime contractor or first tier subcontractor.
 - d. There is a contract, subcontract, or purchase order amounting to \$50,000 or more
- l. The undersigned acknowledges receipt of the following addenda:

Addendum No. _____, dated _____	Date Received _____
Addendum No. _____, dated _____	Date Received _____
Addendum No. _____, dated _____	Date Received _____
Addendum No. _____, dated _____	Date Received _____
Addendum No. _____, dated _____	Date Received _____

REPRESENTATIONS BY BIDDER

By submittal of a proposal (bid), the BIDDER represents the following:

- a. The BIDDER has read and thoroughly examined the bid documents including all authorized addenda.
- b. The BIDDER has a complete understanding of the terms and conditions required for the satisfactory performance of project work.
- c. The BIDDER has fully informed themselves of the project site, the project site conditions and the surrounding area.
- d. The BIDDER has familiarized themselves of the requirements of working on an operating airport and understands the conditions that may in any manner affect cost, progress or performance of the work
- e. The BIDDER has correlated their observations with that of the project documents.
- f. The BIDDER has found no errors, conflicts, ambiguities or omissions in the project documents, except as previously submitted in writing to the owner that would affect cost, progress or performance of the work.
- g. The BIDDER is familiar with all applicable Federal, State and local laws, rules and regulations pertaining to execution of the contract and the project work.
- h. The BIDDER has complied with all requirements of these instructions and the associated project documents.

CERTIFICATIONS BY BIDDER

- a. The undersigned hereby declares and certifies that the only parties interested in this proposal are named herein and that this proposal is made without collusion with any other person, firm or corporation.

The undersigned further certifies that no member, officer or agent of OWNER'S has direct or indirect financial interest in this proposal.

- b. Certification of Non-Segregated Facilities (41 CFR Part 60-1.8)** The BIDDER, as a potential federally-assisted construction contractor, certifies that it does not maintain or provide, for its employees, any segregated facilities at any of its establishments and that it does not permit its employees to perform their services at any location, under its control, where segregated facilities are maintained. The BIDDER certifies that it will not maintain or provide, for its employees, segregated facilities at any of its establishments and that it will not permit its employees to perform their services at any location under its control where segregated facilities are maintained. The Bidder agrees that a breach of this certification is a violation of the Equal Opportunity Clause, which is to be incorporated in the contract.

As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms, and washrooms, restaurants and other eating areas, timeclocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated on the basis of race, color, religion, or national origin because of habit, local custom, or any other reason. The Bidder agrees that (except where it has obtained identical certifications from proposed subcontractors for specific time periods) it will obtain identical certifications from proposed subcontractors prior to the award of subcontracts exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity Clause and that it will retain such certifications in its files.

- c. Trade Restriction Certification (49 U.S.C. § 50104, 49 CFR Part 30)**

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror--

1. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative (USTR);
2. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as publish by the USTR; and
3. has not entered into any subcontract for any product to be used on the Federal project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

This certification concerns a matter within the jurisdiction of agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC Section 1001.

The offer/contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractor provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to an Offeror or subcontractor:

- 1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR or

- 169 2) whose subcontractors are owned or controlled by one or more citizens or nationals of a
170 foreign country on such USTR list or
171 3) who incorporates in the public works project any product of a foreign country on such USTR
172 list.
173

174 Nothing contained in the foregoing shall be construed to require establishment of a system of records
175 in order to render, in good faith, the certification required by this provision. The knowledge and
176 information of a contractor is not required to exceed that which is normally possessed by a prudent
177 person in the ordinary course of business dealings.
178

179 The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this
180 provision for certification without modification in all lower tier subcontracts. The Contractor may rely
181 on the certification of a prospective subcontractor that it is not a firm from a foreign county included
182 on the list of countries that discriminate against U.S. firms as published by USTR, unless the Offeror
183 has knowledge that the certification is erroneous.
184

185 This certification is a material representation of fact upon which reliance was placed when making an
186 award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous
187 certification, the Federal Aviation Administration may direct through the Owner cancellation of the
188 contract or subcontract for default at no cost to the Owner or the FAA.
189

190 **d. Certification of Offeror/Bidder Regarding Debarment (2 CFR Part 180 (Subpart C), 2 CFR Part**
191 **1200, DOT Order 4200.5)**
192

193 By submitting a bid/proposal under this solicitation, the Bidder or Offeror certifies that neither it nor its
194 principals are presently debarred or suspended by any Federal department or agency from participation
195 in this transaction
196

197 **e. Certification of Lower Tier Contractors Regarding Debarment (2 CFR Part 180 (Subpart C), 2**
198 **CFR Part 1200, DOT Order 4200.5)**
199

200 The successful Bidder, by administering each lower tier subcontract that exceeds \$25,000 as a “covered
201 transaction”, must verify each lower tier participant of a “covered transaction” under the project is not
202 presently debarred or otherwise disqualified from participation in this federally assisted project. The
203 successful bidder will accomplish this by:
204

- 205 1. Checking the System for Award Management at website: <http://www.sam.gov>;
206 2. Collecting a certification statement similar to the Certificate Regarding Debarment and
207 Suspension (Bidder or Offeror), above; and
208 3. Inserting a clause or condition in the covered transaction with the lower tier contract.
209

210 If the FAA and/or MoDOT later determines that a lower tier participant failed to disclose to a higher
211 tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA
212 and/or MoDOT may pursue any available remedies, including suspension and debarment of the non-
213 compliant participant.
214

215 **f. Certification of Offeror/Bidder Regarding Tax Delinquency and Felony Convictions (Section**
216 **415 and 416 of Title IV, Division L of the Consolidated Appropriations Act, 2014 and DOT**
217 **Order 4200.6)**
218

219 The applicant must complete the following two certification statements. The applicant must indicate
220 its current status as it relates to tax delinquency and felony conviction by inserting a checkmark (✓) in
221 the space following the applicable response. The applicant agrees that, if awarded a contract resulting
222 from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

1. The applicant represents that it is () is not () a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.
2. The applicant represents that it is () is not () is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

g. Certification Regarding Lobbying (31 U.S.C. § 1352, 2 CFR § 200 Appendix II(J), 49 CFR Part 20, Appendix A)

The Bidder or Offer certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

4. No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder or Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employer of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
5. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
6. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, United States Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for such failure.

h. Buy American Certification: (Title 49 U.S.C. § 50101)

The Contractor agrees to comply with 49 U.S.C. § 50101, which provides that Federal funds may not be obligated unless all steel and manufactured goods used in AIP-funded projects are produced in the United States, unless the FAA has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued List.

A bidder or offeror must submit the appropriate Buy America certification included herein with their bid or offer. The Owner will reject as nonresponsive any bid or offer that does not include a completed Certificate of Buy American Compliance.

Type of Certification is based on Type of Project:

There are two types of Buy American certifications.

- For projects for a facility, the Certificate of Compliance Based on Total Facility (Terminal or Building Project) must be submitted.
- For all other projects, the Certificate of Compliance Based on Equipment and Materials Used on the Project (Non-building construction projects such as runway or roadway construction; or equipment acquisition projects) must be submitted.

293 **CERTIFICATE OF BUY AMERICAN COMPLIANCE**
294 **FOR MANUFACTURED PRODUCTS**

295 (Non-building construction projects, equipment acquisition projects)
296

297 As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification
298 statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC §
299 50101 by selecting one on the following certification statements. These statements are mutually exclusive.
300 Bidder must select one or the other (not both) by inserting a checkmark (✓) or the letter "X".

301 ☐ Bidder or offeror hereby certifies that it will comply with 49 USC § 50101 by:

- 302 a) Only installing steel and manufactured products produced in the United States,
303 b) Installing manufactured products for which the FAA has issued a waiver as indicated by
304 inclusion on the current FAA Nationwide Buy American Waivers Issued listing, or;
305 c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition
306 Regulation Subpart 25.108.

307 By selecting this certification statement, the bidder or offeror agrees:

- 308 1. To provide to the Owner evidence that documents the source and origin of the steel and
309 manufactured product.
310 2. To faithfully comply with providing US domestic product.
311 3. To furnish U.S. domestic product for any waiver request that the FAA rejects
312 4. To refrain from seeking a waiver request after establishment of the contract, unless
313 extenuating circumstances emerge that the FAA determines justified.

314 ☐ The bidder or offeror hereby certifies it cannot comply with the 100% Buy American Preferences of
315 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b).
316 By selecting this certification statement, the apparent bidder or offeror with the apparent low bid
317 agrees:

- 318 1. To submit to the Owner within 15 calendar days of the bid opening, a formal waiver request
319 and required documentation that supports the type of waiver being requested.
320 2. That failure to submit the required documentation within the specified timeframe is cause
321 for a non-responsive determination and may result in rejection of the proposal.
322 3. To faithfully comply with providing US domestic products at or above the approved US
323 domestic content percentage as approved by the FAA.
324 4. To refrain from seeking a waiver request after establishment of the contract, unless
325 extenuating circumstances emerge that the FAA determines justified.

326 **Required Documentation**

327 **Type 3 Waiver** - The cost of the item components and subcomponents produced in the United
328 States is more than 60% of the cost of all components and subcomponents of the "item". The
329 required documentation for a Type 3 waiver is:

- 330 a) Listing of all product components and subcomponents that are not comprised of 100% US
331 domestic content (excludes products listed on the FAA Nationwide Buy American Waivers
332 Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108;
333 products of unknown origin must be considered as non-domestic products in their entirety).
334 b) Cost of non-domestic components and subcomponents, excluding labor costs associated with
335 final assembly at place of manufacture.
336 c) Percentage of non-domestic component and subcomponent cost as compared to total "item"
337 component and subcomponent costs, excluding labor costs associated with final assembly at
338 place of manufacture.

Type 4 Waiver – Total cost of project using U.S. domestic source product exceeds the total project cost using non-domestic product by 25%. The required documentation for a Type 4 waiver is:

- a) Detailed cost information for total project using US domestic product
- b) Detailed cost information for total project using non-domestic product

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

Date

Signature

Company Name

Title

BUY AMERICA WAIVER REQUEST

Title 49 U.S.C Section 50101 (b)

For Airfield Development Projects funded under the Airport Improvement Program

Instructions for Permissible Waivers

Nationwide Waivers: The FAA Office of Airports publishes national waivers for equipment and products that meet Buy American requirements under 49 USC 50101. Nationwide waivers are published at: http://www.faa.gov/airports/aip/buy_american/ website

Section 50101(b)(1) & (b)(2) Waivers:

The bidder may request a waiver based upon the best interests of the public, Section 50101 (b)(1) or request a waiver based upon insufficient supply of U.S. manufactured products, Section 50101 (b)(2), however approval is rare and waivers may only be approved by the FAA Office of Airports in Washington DC.

Section 50101(b)(3) Waiver:

The bidder may request a waiver if 60% or more of the components are produced in the United States and final assembly occurs in the U.S. Bidder is hereby advised that the Owner's approval with the bidder's waiver request is contingent upon FAA approval.

1. "Equipment" in Section 50101 shall mean the following:
 - a) Individual type "L" items (Airfield Lighting Equipment) as listed in FAA Advisory Circular 150/5345-53.
 - b) Individual bid items as established within FAA Advisory Circular 150/5370-10.
 - c) A waiver request may only address one specific equipment item. Submit separate requests for each equipment item.
 - d) Items listed under the Nationwide Waiver referenced above do not require further review.
2. The bidder must base the U.S. percentage upon the value that results from completing a component cost calculation table similar to the attached format. The Bidder must submit the component cost calculation table as an attachment to the waiver request.
3. Components/subcomponents are the material and products composing the "equipment".
4. The final assembly of the AIP-funded "equipment" must be within the USA (*Section 50101(b)(3)(B)*). Final assembly is the substantial transformation of the components and subcomponents into the end product.
5. All steel used in the "Equipment" must be produced in the United States.
6. The Buy American requirements apply to all tier contractors and subcontractors. All contractors/subcontractors are required to provide appropriate documentation that indicates origin of manufacturer and percentage of domestic made product.
7. The bidder is hereby advised there is no implied or expressed guarantee that a requested waiver will be issued by the Federal Aviation Administration (FAA). Less than 60% USA component/subcomponent proposed for this facility CANNOT be waived. Products made with foreign steel are not eligible for a waiver.
8. North America Free Trade Act (NAFTA): Free Trade Agreements such as NAFTA do not apply to the AIP. Products and material made in Canada or Mexico must be considered as foreign made products.
9. Preparation of a Component Cost Calculation Table is not necessary for equipment listed on the FAA national listing: http://www.faa.gov/airports/aip/buy_american/ Bidder however shall submit a listing of any equipment it proposes to install on the project that is included on the National Buy American conformance list.

10. In any calculation of Buy American percentage, the labor for the final assembly is excluded. This is because the Buy American statute is based on the cost of materials and equipment, not Labor.

Instructions for Section 50101(b)(4) Waiver:

The bidder may request a waiver if application of Buy America preferences results in a 25% cost increase in the overall project. This waiver is rarely applicable. Consult the Owner before making this request.

357

358

BUY AMERICA WAIVER REQUEST

Title 49 U.S.C Section 50101 (b)(3)

For Airfield Development Projects funded under the Airport Improvement Program

COMPONENT COST CALCULATION TABLE (Type 3 Waiver)

- In lieu of completing this table, bidder may prepare a spreadsheet that addresses the same information and calculations as presented herein.
- Preparation of a Component Cost Calculation Table is not necessary for equipment listed on the FAA national listing: http://www.faa.gov/airports/aip/buy_american/
- The component breakout shall be along major components of the equipment. Submit separate calculation for each different equipment types. Do not combine the component cost calculations of different types of equipment.
- For Airfield development projects, equipment is defined as the "L" items (Airfield Lighting Equipment) as listed in FAA Advisory Circular 150/5345-53 and the b) individual bid items as established within FAA Advisory Circular 150/5370-10. The individual bid item method may not be applied to the "L" type items.
- An authorized person shall attest under signature and date that the submitted information is accurate and complete.

Equipment Type: _____

Component/ Subcomponents	Name of Manufacturer	Country of Origin	Cost of Foreign Manufactured Components/ Subcomponents	Cost of USA Manufactured Components/ Subcomponents

Sum of US Manufactured Component/Subcomponent Costs: _____

Sum of all Equipment Components and Subcomponents: _____

Percentage of Equipment Components Manufactured in the United States: _____

Place of Final Assembly: _____

Certification Signature

Bidder hereby requests a waiver to Buy America preferences based upon Section 50101(b)(3) for the equipment identified above. The bidder certifies that _____% of the cost of components and subcomponents comprising the equipment are produced in the United States and that final assembly occurs within the United States.

I hereby certify the above information is accurate and complete.

Bidder's Firm Name

Date

Signature

BUY AMERICA CONFORMANCE LISTING

Title 49 U.S.C Section 50101 (b)

For Airfield Development Projects funded under the Airport Improvement Program

- Preparation of a Component Cost Calculation Table is not necessary for equipment listed on the FAA national listing: http://www.faa.gov/airports/aip/buy_american/media/nationwide-buy-american-waivers-issued.pdf
- Bidder shall submit a listing of equipment it proposes to install on the project that is included on the current National Buy American conformance list.

Equipment Type	Name of Manufacturer	Product Number

Certification Signature:

Bidder hereby certifies that the above listed equipment, which we propose for installation on the subject project, is on the current National Buy America Conformance list as established at:

http://www.faa.gov/airports/aip/buy_american/

I hereby certify the above information is accurate and complete.

Bidder's Firm Name

Date

Signature

i. Compliance with the Work Authorization Law (as required by Section 285.530 Revised Statutes of Missouri)

For all contracts where the total bid amount is in excess of \$50,000 (local match in excess of \$5,000), the Bidder, by submission of an offer and by signing the Worker Eligibility Verification Affidavit for All Contract Agreements in Excess of \$50,000, certifies that it:

1. does not knowingly employ any person who is an unauthorized alien in connection with the contracted services;
2. has enrolled and actively participates in a federal work authorization program;

A general contractor or subcontractor of any tier shall not be liable under sections 285.525 to 285.550 when such general contractor or subcontractor contracts with its direct subcontractor who violates subsection 1 of this section, if the contract binding the contractor and subcontractor affirmatively states that the direct subcontractor is not knowingly in violation of subsection 1 of this section and shall not henceforth be in such violation and the contractor or subcontractor receives a sworn affidavit under the penalty of perjury attesting to the fact that the direct subcontractor's employees are lawfully present in the United States

**WORKER ELIGIBILITY VERIFICATION AFFIDAVIT FOR ALL
CONTRACT AGREEMENTS IN EXCESS OF \$100,000
(Local match in excess of \$5,000)**

(for joint ventures, a separate affidavit is required for each business entity)

STATE OF _____)
) ss
COUNTY OF _____)

On this ____ day of _____, 20__, before me appeared _____, personally known to me or proved to me on the basis of satisfactory evidence to be a person whose name is subscribed to this affidavit, who being by me duly sworn, deposed as follows:

My name is _____, and I am of sound mind, capable of making this affidavit, and personally certify the facts herein stated, as required by Section 285.530, RSMo, to enter into any contract agreement with the state or any of its political subdivisions to perform any job, task, employment, labor, personal services, or any other activity for which compensation is provided, expected, or due, including but not limited to all activities conducted by business entities:

I am the _____ of _____, and I am duly authorized, directed, (title name) (business name)
and/or empowered to act officially and properly on behalf of this business entity.

I hereby affirm and warrant that the aforementioned business entity is enrolled in a federal work authorization program operated by the United States Department of Homeland Security, and the aforementioned business entity shall participate in said program to verify information (employment eligibility) of newly hired employees working in connection to work under the within contract agreement. I have attached documentation to this affidavit to evidence enrollment/participation by the aforementioned business entity in a federal work authorization program, as required by Section 285.530, RSMo.

In addition, I hereby affirm and warrant that the aforementioned business entity does not and shall not knowingly employ, in connection to work under the within contract agreement, any alien who does not have the legal right or authorization under federal law to work in the United States, as defined in 8 U.S.C. § 1324a(h)(3).

I am aware and recognize that, unless certain contract and affidavit conditions are satisfied pursuant to Section 285.530, RSMo, the aforementioned business entity may be held liable under Sections 285.525 through 285.550, RSMo, for subcontractors that knowingly employ or continue to employ any unauthorized alien to work within the state of Missouri.

I acknowledge that I am signing this affidavit as a free act and deed of the aforementioned business entity and not under duress.

(Affiant Signature)

Subscribed and sworn to before me this ____ day of _____, 20__.

(Notary Public)

My commission expires:

[Documentation of enrollment/participation in a federal work authorization program is attached. Acceptable enrollment and participation documentation consists of the following two pages of the E- Verify Memorandum of Understanding: (1) A valid, completed copy of the first page identifying the business entity; and (2) A valid copy of the signature page completed and signed by the business entity, the Social Security Administration, and the Department of Homeland Security – Verification Division.]

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

The information shown in this section must be completed when a DBE contract goal has been established. The percentage must equal or exceed the DBE contract goal. If the percentage is below the contract goal, then the bidder must submit complete written documentation of good faith efforts taken to meet the DBE contract goal.

Only those firms currently certified as DBEs by the Missouri Department of Transportation (MoDOT), City of St. Louis, Metro, City of Kansas City, and Kansas City Area Transportation Authority are eligible to participate as DBEs on this contract. A list of these firms is available on MoDOT's Office of External Civil Rights webpage at the following address:

http://www.modot.mo.gov/business/contractor_resources/External_Civil_Rights/DBE_program.htm

- a. The undersigned submits the following list of DBEs to be used in accomplishing the work of this contract. The work, supplies or services, applicable value and percent of total federal contract each DBE is to perform or furnish is as follows:
- b. Joint venture with a DBE. The undersigned submits the following list of bid items the DBE prime is responsible for and any items that will be subcontracted out are noted with an asterisk or a similar notation. The work, applicable value and percentage of total federal contract the DBE prime is responsible for are as follows:

(A) DBE Name and Address	(B) Bid Item Number(s) Or Work Performed	(C) Dollar Value of DBE Work **	(D) Percent Applicable to DBE Goal (100%, 60%)	(E) Dollar Amount Applicable to DBE Goal (C x D)	(F) Percent of Total Contract (C / Total Contract Amount)
TOTAL DBE PARTICIPATION				\$	%

**Cannot exceed contract amount for given item of work.

Truck services credited at 100% if the DBE owns the trucks or is leasing from a DBE firm.

Merchant wholesalers (supply) are credited at 60%.

Brokered services will only receive credit for fees.

(Please reproduce the above sheet if additional space is needed.)

CONTRACTOR'S STATEMENT OF QUALIFICATIONS

Qualifications shall be furnished with the bid proposal as described in Section 20 of the General Provisions, including resumes of all key personnel detailing experience on similar airfield construction projects as stated in paragraph 2 of Section 2, Instructions to Bidders.

Name of firm, address with zip code

Project Contact Name.....

Area Code/Telephone Number

Area Code/Fax Number

Federal I.D. Number

The Contractor is **required** to perform an amount equal to or at least **50 percent** of the total contract cost.

% of work by Contractor

No. of permanent employees

No. of years in business

Have you done business under different name? If so, please give name and location.

- Provide list of equipment available for the work.
- Provide resumes of all key personnel that would be available.
- Provide list of projects completed within last five years that are similar in scope to the one being bid, including cost of each, and owner contact information.
- Provide list of projects currently under construction, including costs of each, and owner contact information.
- Provide “evidence of competency” and “evidence of financial responsibility” in accordance with Section 20-02 of the General Provisions. If the Bidder is presently pre-qualified with the Missouri Department of Transportation (MoDOT), evidence of this pre-qualification may serve as evidence of financial responsibility in lieu of the certified financial statements and reports.

INTENTIONALLY LEFT BLANK

**THIS EXECUTED PROPOSAL FORM MUST BE SUBMITTED
WITH SECTIONS B-1 THROUGH B-21 FILLED OUT COMPLETELY**

SIGNATURE OF BIDDER

The undersigned states that the correct LEGAL NAME AND ADDRESS of (1) the individual bidder, (2) each partner or joint venturer (whether individuals or corporations, and whether doing business under a fictitious name), or (3) the corporation (with the state in which it is incorporated) are shown below; that (if not signing with the intention to bind themselves to become responsible and sole bidder) they are the agent of, and they are signing and executing this (as indicated in the proper spaces below) as the bid of a

() sole individual () partnership () joint venture
() corporation, incorporated under the laws of state of _____.

Executed by bidder this _____ day of _____, 20_____.

Name of individual,
all partners
or joint venturers:

Address of each:

doing business under the name of:

Address of principal place of business in
Missouri:

(If using a fictitious name, show this
name above in addition to legal names)

(If a corporation, show its name above)

ATTEST: (SEAL)

(Signature) Secretary

(Signature) (Title)

Please print name

Please print name

NOTE: If bidder is doing business under a fictitious name, the bid shall be executed in the legal name of the individual partners, joint ventures, or corporation, with the legal address shown, and registration of fictitious name filed with the secretary of state, as required by sections 417.200 to 417.230 RSMo. If the bidder is a corporation not organized under the laws of Missouri, it shall procure a certificate of authority to do business in Missouri, as required by section 351.572 et seq RSMo.

130-IRK-17-01 Fuel (CND) PLANS

100-IRK-17-01-E200-ELEC.dwg
Mar 01, 2019 - 1:30pm
Zach Arnsperger

JVIATION®

KIRKSVILLE
REGIONAL AIRPORT

DES: D.W.C.	ISSUE RECORD			
	NO.	BY	DATE	DESCRIPTION
DR: L.K.R.	1	B.S.G.	01/24/2019	ISSUED FOR BID
CH: C.L.G.	2	B.S.G.	03/01/2019	ADDENDUM #2
APP: B.S.G.				

FUEL FACILITY

ELECTRICAL GEOMETRY

AIP PROJ. NO.
18-028A-1

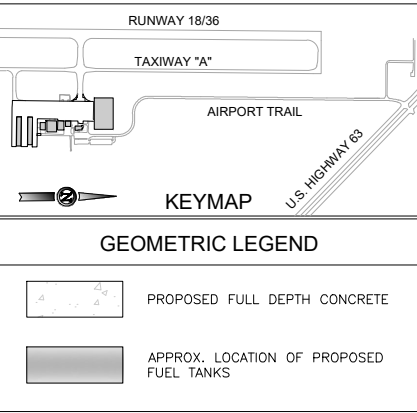
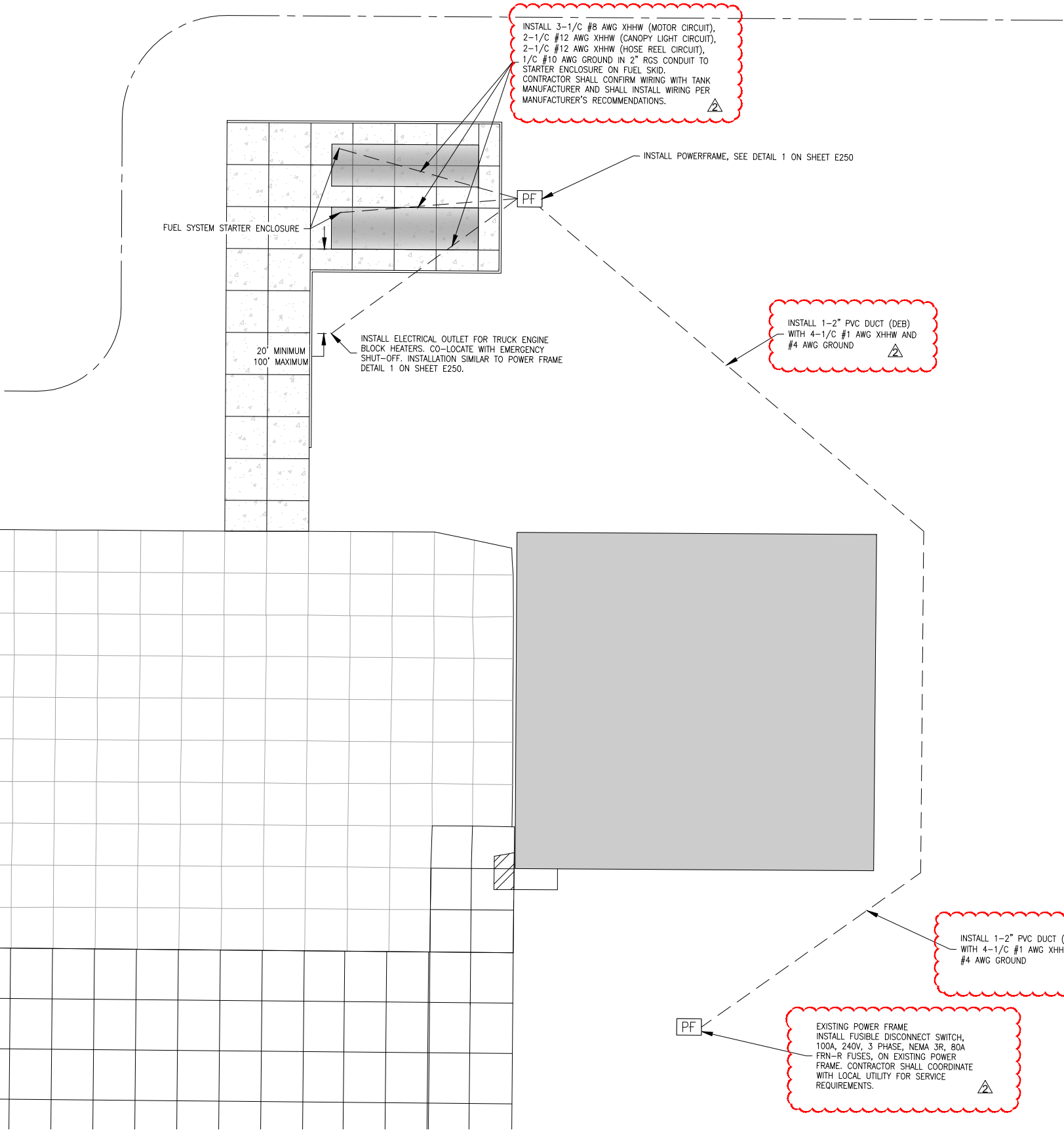
JVIATION PROJ. NO.
2017.IRK.01

SHEET NAME

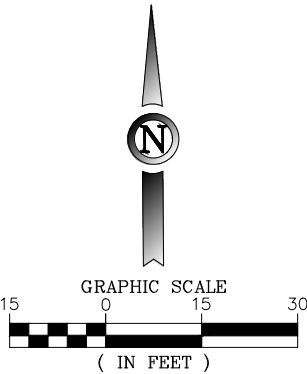
E200

SHEET NO.

13 of 14



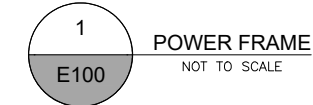
- NOTES**
- ANY PAVEMENT OR PAVEMENT MARKINGS DAMAGED DURING REMOVAL OR CONSTRUCTION OUTSIDE THE PROPOSED REMOVAL LIMITS SHALL BE SQUARED OFF TO THE SATISFACTION OF THE ENGINEER. ALL REQUIRED COSTS ASSOCIATED WITH THE ADDITIONAL REMOVAL AND RECONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - CONTRACTOR TO VERIFY AND PROTECT ALL UTILITIES, AIRFIELD ELECTRICAL AND LIGHT SYSTEMS DURING CONSTRUCTION.
 - CONTRACTOR SHALL PROVIDE ALL ELECTRICAL CONDUIT, WIRING, ETC. REQUIRED BY FUEL TANK MANUFACTURER.
 - CONTRACTOR SHALL PROVIDE EMERGENCY FUEL SHUTOFF TO BE CONVENIENTLY LOCATED BETWEEN 20' AND 100', IN ACCORDANCE WITH ALL CURRENT GUIDELINES AND REGULATIONS, FROM DISPENSER AS COORDINATED WITH ENGINEER AND SPONSOR.
 - LIGHT FIXTURES SHALL BE INSTALLED ON THE CANOPY OR TOP OF FUEL TANK IN LIEU OF CANOPY, OF EACH FUEL TANK TO ALLOW NIGHTTIME REFUELING. PROVIDE LED SECURITY FLOODLIGHT TYPE FIXTURES, TWO EACH ON EACH TANK, 120V, 4000 LUMENS, FULL CUTOFF, 4000K TEMP, PHOTOCELL CONTROL.
 - ALL ELECTRICAL WORK INCLUDING CONDUIT, WIRE, POWER FRAMES, EQUIPMENT, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE FUEL TANK ELECTRICAL INSTALLATION BID ITEM (SP-1d).



ISSUED FOR BID

THESE DRAWINGS ARE FOR BIDDING PURPOSES ONLY. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

BRYAN S. GREGORY	PE - 2006019659	1/24/19
NAME	REG. NO.	DATE
FOR AND ON BEHALF OF JVIATION, INC.		



NOTES:

1. THE CONTRACTOR SHALL SUPPLY A SHUNT TRIP MAIN CIRCUIT BREAKER FOR THE FUEL SYSTEM PANEL. THE SHUNT TRIP SHALL BE WIRED TO THE EMERGENCY SHUTDOWN SWITCH.
2. PANEL SCHEDULE IS SHOWN FOR REFERENCE ONLY. CONTRACTOR SHALL PROVIDE CIRCUIT BREAKERS AND WIRING THAT CORRESPONDS TO THE EQUIPMENT THAT IS SUPPLIED BY TANK MANUFACTURER.

BRYAN S. GREGORY	PE - 2006019659	1/24/19
NAME	REG. NO.	DATE
FOR AND ON BEHALF OF JVIATION , INC.		