

MIDWEST NATIONAL AIR CENTER
Reconstruct T-Hangar Taxilanes C & D

MoDOT Project No. 19-107B-1
Burns & McDonnell Project 111712
ADDENDUM NO. 1

May 28th, 2019

To All Plan Holders:

The following changes, additions, and/or deletions are hereby made a part of the Construction Documents for the above-named project, fully and completely as if the same were fully contained therein. All other terms, conditions, and specifications of the original Notice to Bidders and Instructions to Bidders remain unchanged.

This amendment must be acknowledged in the space provided on the Proposal Form page PF-4, in the space provided below and submitted with the bid documents. Failure to do so may subject Bid proposers to disqualification. The changes and clarifications directed by this Addendum No. 1 are described in:

PREBID MEETING MINUTES

1. See attached meeting minutes for the non-mandatory Prebid meeting held at 10:30 a.m., May 23, 2019 at Midwest National Air Center.

PROJECT MANUAL CHANGES

2. Index and Certification. Page SC-1 shall be replaced with the attached herewith.
3. Part 1 - Notice to Bidders. The Notice to Bidders pages 1 to 3 is reissued as attached herewith.
 - a. Changes include:
 - i. The reference to the Clay County Courthouse shall be removed. Bids will be received and read at the **Clay County Purchasing Department, 16 W. Franklin Street, Suite B, Liberty, Missouri, 64068.**
 - ii. Page 3. Disadvantaged Business Enterprise language is revised as per the attached NTB with a DBE goal of 12%.
4. Part 2 – Instructions to Bidders. Item 5, proposals shall be addressed to **Clay County Purchasing Department, 16 W. Franklin Street, Suite B, Liberty, Missouri, 64068.**
5. Part 3 – General Provisions, Section 70-21, page 33; Clay County address shall be revised to read, **“16 W. Franklin Street, Suite B, Liberty, Missouri, 64068.”**
6. Technical Specification P-209 Crushed Aggregate Base Course
 - a. This specification is hereby reissued in its entirety. See attached.
 - b. Changes include:
 - i. No. 200 sieve gradation design range changed to 0-8% in lieu of 0-5%.
 - ii. No. 200 sieve shall not exceed 8% in any case.
7. Proposal Forms. Pages PF-1 to PF-10 are reissued as attached herewith.
 - a. Changes include:
 - i. Typo corrections in the bid table along with addition of a row for the Total Project Bid amount including AIP Eligible and Non Eligible.
 - ii. Page PF-3. **The DBE Goal is revised to 12%.**

8. Performance Bond, Payment Bond, and Contract Agreement forms shall be revised such that the Clay County address reads, "**16 W. Franklin Street, Suite B, Liberty, Missouri, 64068.**"
9. Contract Agreement. The last sentence of Article 8 reading, "m the provisions of the Equal Opportunity Clause and that it will retain such certifications in its files." shall be deleted in its entirety.

CONTRACT DRAWING CHANGES

10. Sheets C200, C301, and C302 are reissued herewith. No design changes are made to these sheets, but they are reissued to more clearly show the existing grade contour lines.

Issued By:

Kerry Adams, P.E.
Aviation & Federal
Burns & McDonnell



Bidder sign and date below:

Name of Firm

Signature of Authorized Person of Above Firm

Title

Date

END OF ADDENDUM NO. 1

Meeting Minutes



Meeting Subject: MIDWEST NATIONAL AIR CENTER PREBID CONFERENCE
Meeting Date: May 23, 2019
Meeting Start Time: 10:30 AM
Project Name: Reconstruct T-Hangar Taxilanes C & D
MoDOT No.: 19-107B-1
BMcD No.: 111712

1. Introductions

- A. Clay County Staff
- B. MoDOT Aviation Staff- *not in attendance*
- C. Burns & McDonnell
- D. Attendees- *See attached Sign-In sheet for contact information*

2. Scope of Work

- A. Description of the work:
 - a. The work consists of reconstruction of the existing T-hangar Taxilanes C & D located north of the existing aircraft apron. Site work includes grading, drainage, airfield paving, and demolition of the existing pavement areas.
 - b. Project will be funded by a grant from the Missouri Department of Transportation and Clay County Missouri. The project has delineations of AIP and non-AIP eligible paving. These quantities will be tracked separately as shown in the Proposal Forms.
- B. Construction Contract Time:
 - a. 90 calendar days
- C. Phasing (see sheet G-005):
 - a. Phase 1: 45 calendar days
 - Work on Taxilane C between Hangars C and D.
 - b. Phase 2: 45 calendar days
 - Work on Taxilane D between Hangars D and E.
 - c. Work shall not begin on the next phase until the current phase has been completed and reopened.
- D. Liquidated damages: \$1,500/calendar day

3. Bidding of Project

- A. Bid Opening: Publicly opened and read on June 6, 2019, 2:00 P.M. (CT) at the
Clay County Purchasing Department
16 W. Franklin, Suite B
Liberty, Missouri, 64068.
(Location address will be revised from that shown in original Project Manual.)
An addendum will be issued with the change of address.
- B. Anticipated Notice-To-Proceed: Spring 2020. Bids may be held up to 120 days from the Bid Opening.
- C. Award of project is contingent upon the Owner receiving Federal funding assistance.

- D. A Bid Guarantee in the amount of 5% of the Bid is required at the time of the Bid submittal.

4. Federal & State Wage Rates

5. DBE Participation

- A. Goal for Contract: **12%**
 - *DBE goal has changed from 0% to 12%. There is a possibility this goal will change pending further discussion with MODOT. An addendum will be issued with the finalized DBE goal.*
- B. Good Faith Effort: Bidder must demonstrate that they made good faith efforts to achieve participation with DBE firms. This requires that the bidder show that it took all necessary and reasonable steps to secure participation by certified DBE firms.

Actions constituting evidence of good faith efforts are described in Appendix A to 49 CFR Part 26. Such actions include but are not limited to:

- * Soliciting DBE participation through all reasonable and available means. This may include public advertisements and phone calls/faxes to known certified DBE firms.
- * Consult State Department of Transportation office to obtain a list of certified DBE firms.
- * Selecting portions of the work that increases the likelihood that DBE firms will be available to participate.
- * Providing DBE firms with sufficient information and time to review the project plans and specifications.
- * Document all contacts with DBE firms. This includes name, address, phone number, date of contact, and record of conversation/negotiation.

6. Buy American Certification

- A. Bidder must comply with Title 49 U.S.C., Section 50101.

7. Operational Safety & Security

- A. Construction limits on access & safety plans
 - *Construction limits are confined to the north end of the taxilanes as shown in the construction plans, with the access route to the northeast of the construction limits*
- B. Safety & object free areas
- C. Impacts to airport and tenant operations
- D. Vehicle operation on the AOA
- E. Staging areas and haul routes
- F. Equipment heights (15-feet)
 - *Contractor must notify Project Manager of any equipment over 15-feet. Height over 15-feet will require filing of a new 7460 for review with FAA.*
- G. Air spacing update
 - a. 7460s have been filed and awaiting FAA response.
- H. FOD & dust control
- I. Security (none provided by Airport)
- J. Non-compliance (removal/suspension of work from project)

8. Air traffic Operations

- A. No interruptions to airfield operations
 - *Hangar tenants will be provided plenty of notice prior to construction start date*

9. Issuing NOTAMS

- A. Airport to issue NOTAMS (72-hours prior)

10. Keys to Bidding

- A. Bids submitted to County
- B. Geotechnical Information
 - *Geotechnical information provided by Project Manager upon request*
- C. Performance Specifications
 - See D-703 – Trench Drains, final trench drain system design and shop drawings shall be sealed by a licensed engineer registered in the State of Missouri.
 - P-209 Crushed Aggregate Base Course modification to gradation for No. 200 sieve.
 - i. *Modified P-209 base rock specification will be issued by addendum. The change will assist in local suppliers being able to meet gradation requirements with local supplies.*
 - Critical submittals – Trench drain design, Treated subgrade soil/fly ash mix design, concrete and asphalt mix designs
 - Technical requirements – see *Materials* section of specifications

11. Contract Modification Process

- A. Point of Contact is Resident Project Representative
- B. Clay County approval is required for any change orders or additional work performed

12. Utilities

- A. Locates required prior to start of construction

13. Environmental

- A. Erosion control – check after every rain event

14. Keys to Construction

- A. Timely processing of Submittals.
 - a. Successfully obtaining the necessary proper P-610 Alkali Silica Reactivity testing documentation in a timely manner.
 - i. *These take time, so be sure to get this completed early*
 - b. All test results need to be current within 6 months of time of submittal unless otherwise indicated in the specifications.
- B. Coordination with Owner and Engineer.
- C. Contractor prepared Safety Plan Compliance Document (SPCD).
 - i. *Confirms Contractor is aware of project safety requirements*
- D. Adherence to Schedule and Phasing.
 - a. Prompt schedule updates.
 - i. *Weekly meeting would be required*
- E. Execution of subgrade stabilization following promptly by base rock installation.
- F. Protection of Pavements.
 - i. *This includes haul routes in particular*
- G. Paving Operations.
 - i. *Coordination will need to occur when paving up against the hangar foundations-*

hangar doors will need to be raised.

H. Final Clean Up.

i. Essential to ensure all cleanup of potential FOD

- I. Safety: Safety is the highest priority for this project. All the Contractor's and subcontractor's employees shall be familiar with the CSPP and SPCD prior to working at the airport.

15. Miscellaneous

- A. All questions or requests for clarifications must be submitted in writing (via email) to BMCD:

Attn: Kerry Adams

Project Manager

Ph: 816-844-4524

Email: kadams@burnsmcd.com

All questions requests for information shall be submitted to BMCD no later than 5:00 P.M. (CT), May 30, 2019.

16. Open Discussion

No questions were presented during Open Discussion time.

Meeting Attendance Sheet



Meeting Subject: MIDWEST NATIONAL AIR CENTER PREBID CONFERENCE
 Meeting Date: May 23, 2019 Meeting Start Time: 10:30 AM
 Project Name: Reconstruct T-Hangar Taxilanes C & D
 MoDOT No.: 19-107B-1
 BMCD No.: 111712

Name	Organization Name	Phone Number	E-Mail Address
Kerry Adams	Burns + McDonnell	816-844-4524	kadam@burnsmcd.com
Kelsey Robertson	Burns + McDonnell	816-447-8607	knrobertson@burnsmcd.com
Frank Brantom	Midwest National Air Center	816 407 3392	fbrantom@claycountymo.gov
BOB JEWETT	SUPERIOR BOWEN ASPH.	816 921-8200	bjewett@superiorbowen.com
Leslie DeGroot	Clay County	816 407 3630	ldegroot@claycountymo.gov
Andi Minor	Gunter Construction	413-3627844	Bids@gunterkc.com
Lauren Kaoz	Lexeco	413-727-1234	estimating@lexeco.com
David Wilkins	Ideker	816-588-0715	dwilkins@ideker.net
Cheryl Walters	Midwest National Air	816 407-3394	c.walters@claycountymo.gov

INDEX AND CERTIFICATION

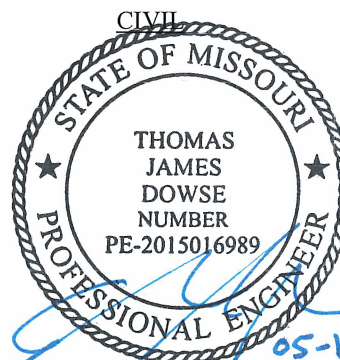
Reconstruct T-hangar Taxilanes C & D
Clay County, Missouri
MoDOT Project No. 19-107B-1
BMcD Project No. 111712

CONTRACT DOCUMENT INDEX

PART NO.	PART TITLE	NO. OF PAGES
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P-101	PREPARATION REMOVAL OF EXISTING	4
C-102	TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION AND SILTATION CONTROL	4
C-105	MOBILIZATION	2
C-110	METHOD OF ESTIMATING PERCENTAGE OF MATERIAL WITHIN SPECIFICATION LIMITS (PWL)	6
P-152	EXCAVATION, SUBGRADE, AND EMBANKMENT	8
P-158	FLY ASH TREATED SUBGRADE	4
P-209	CRUSHED AGGREGATE BASE COURSE	6
P-401	ASPHALT MIX PAVEMENT	20
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P-610	CONCRETE FOR MISCELLANEOUS STRUCTURES	8
P-620	RUNWAY AND TAXIWAY MARKING	4
D-701	PIPE FOR STORM DRAINS AND CULVERTS	6
D-703	MODULAR POLYMER CONCRETE GRATED TRENCH DRAINS	2
D-705	PIPE UNDERDRAINS FOR AIRPORTS	6
T-901	SEEDING	6
T-905	TOPSOILING	4

CERTIFICATION

I hereby certify, as a Professional Engineer in the State of Missouri, that the information in this document was assembled under my direct personal charge. This Project Manual is not intended or represented to be suitable for reuse by Clay County, Missouri or others without specific verification or adaptation by the Engineer. This certification is made in accordance with the provisions of the laws and rules of the Missouri Division of Professional Registration.



Thomas Dowse, (MO, PE-2015016989)

PART 1 – NOTICE TO BIDDERS

**CLAY COUNTY, MISSOURI
MIDWEST NATIONAL AIR CENTER
MoDOT Project No. 19-107B-1
BMcD Project No. 111712**

Sealed bids subject to the conditions and provisions presented herein will be received until **2:00 pm (CT), June 6, 2019**, and then publicly opened and read at the **Clay County Purchasing Department, 16 W. Franklin Street, Suite B, Liberty, Missouri, 64068**, for furnishing all labor, materials, equipment and performing all work necessary to **reconstruct the T-hangar taxilane pavements designated on the contract drawings.**

Copies of the bid documents including project drawings and technical specifications are on file and may be inspected at:

*Midwest National Air Center
13106 Rhodus Rd.
Excelsior Springs, MO 64024*

**Burns & McDonnell Engineering Company, Inc.
(Engineer)
9400 Ward Parkway
Kansas City, Missouri 64114
816-333-9400**

**Drexel Technologies
10840 W. 86th Street
Lenexa, KS 66214
913-371-4430
www.drexeltech.com**

A complete set of bid documents may be obtained from **Drexel Technologies.**

A prebid conference for this project will be held at **10:30 am (CT) on May 23, 2019 in the Airport Terminal Building at Midwest National Air Center, 13106 Rhodus Rd, Excelsior Springs, MO 64024.**

Contract Work Items. This project will involve the following work items and estimated quantities. Prospective bidders are hereby advised that the quantities indicated herein are approximate and are subject to change.

NO.	ITEM NO.	DESCRIPTION OF WORK	UNITS	ESTIMATED QUANTITY
AIP ELIGIBLE ITEMS				
1	C-100	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1
2	C-105-6.1	MOBILIZATION	LS	1
3	P-101-5.1	ASPHALT PAVEMENT REMOVAL (4-5", VARIABLE DEPTH)	SY	2,650
4	P-101-5.2	CONCRETE PAVEMENT REMOVAL (4-5", VARIABLE DEPTH)	SY	3,550
5	P-101-5.3	BASE COURSE REMOVAL (8-15", VARIABLE DEPTH)	SY	6,200
6	P-101-5.4	PAVEMENT MARKING REMOVAL	SF	1,950
7	P-101-5.5	REMOVAL OF EXISTING INLET AND HDPE-8 INCH	EA	2

8	P-101-5.6	HAUL ROUTE REPAIRS	SY	810
9	TRAF-102-2.1	TRAFFIC CONTROL	LS	1
10	P-152-4.1	EMBANKMENT IN-PLACE (CONTRACTOR FURNISHED)	CY	2,000
11	P-152-4.2	UNSUITABLE EXCAVATION	CY	300
12	C-102-5.1	INSTALLATION AND REMOVAL OF SILT FENCE	LF	500
13	C-102-5.2	TURF REINFORCEMENT MAT TYPE I	SY	2,400
14	C-102-5.3	SEDIMENT REMOVAL	CY	20
15	C-102-5.4	INLET PROTECTION	EA	3
16	P-158-8.1	FLYASH TREATED SUBGRADE (12" DEPTH)	SY	6,250
17	P-158-8.2	FLYASH	TON	480
18	P-209-5.1	9" CRUSHED AGGREGATE BASE COURSE	SY	2,525
19	P-401-8.1	ASPHALT SURFACE COURSE (4")	TON	570
20	P-602-5.1	EMULSIFIED ASPHALT PRIME COAT	GAL	860
21	P-603-5.1	EMULSIFIED ASPHALT TACK COAT	GAL	370
22	P-620-5.1	REFLECTORIZED PAVEMENT MARKING (YELLOW)	SF	1,200
23	P-620-5.2	NON-REFLECTORIZED PAVEMENT MARKING (BLACK)	SF	1,900
24	D-701-5.1	12 INCH HDPE OUTLET PIPE	LF	210
25	D-703-5.1	MODULAR POLYMER CONCRETE GRATED TRENCH DRAIN	LF	1,340
26	D-705-5.1	4" PERFORATED PVC UNDERDRAIN	LF	1,400
27	D-705-5.2	4" NON-PERFORATED PVC UNDERDRAIN	LF	160
28	D-705-5.3	UNDERDRAIN CLEANOUT, IN PAVEMENT	EA	8
29	D-705-5.4	UNDERDRAIN CONCRETE SPLASH PAD	EA	4
30	D-705-5.5	ROCK REVETMENT - 12"	SY	35
31	T-901-5.1	SEEDING	AC	0.5
32	T-905-5.1	TOPSOIL (FURNISHED FROM OFF THE SITE)	SY	2,400
NON ELIGIBLE AIP ITEMS				
33	P-209-5.1	9" CRUSHED AGGREGATE BASE COURSE	SY	3,725
34	P-401-8.1	ASPHALT SURFACE COURSE (4")	TON	870
35	P-602-5.1	EMULSIFIED ASPHALT PRIME COAT	GAL	1,348
36	P-603-5.1	EMULSIFIED ASPHALT TACK COAT	GAL	600

Contract Time. The owner has established a contract performance time of **90 Calendar Days** from the date of the Notice-to-Proceed. All project work shall be substantially completed within the stated timeframe. This project is subject to liquidated damages as prescribed in the Project Manual. The Notice-To Proceed is anticipated to be issued in the Spring of 2020.

Bid Security. No bid will be considered unless accompanied by a certified check or cashier's check on any bank or trust company insured by the Federal Deposit Insurance Corporation, payable to **Clay County, Missouri**, for not less than five (5) percent of the total amount of the bid, or by a bid bond secured by an approved surety or sureties, payable to the owner, for not less than five (5) percent of the total amount of the bid.

Bonding Requirements. The successful bidder will be required to furnish separate performance and payment bonds each in an amount equal to 100% of the contract price at the time of contract execution.

Award of Contract. All proposals submitted in accordance with the instructions presented herein will be subject to evaluation. Bids may be held by **Clay County, in Missouri** for a period not to exceed **120 Calendar Days** from the date of the bid opening for the purpose of conducting the bid evaluation.

Award of contract will be based on the lowest aggregate sum proposal submitted from those bidders that are confirmed as being responsive and responsible. If more than one base bid is listed in the Proposal Form, the bidder shall bid on Base Bid No. 1 and/or Base Bid No. 2. The Owner reserves the right to select any one of the combinations of the base bid(s) and alternate bid(s), which in the judgment of the Owner, best serves the owner's interest. The right is reserved, as **Clay County, Missouri** may require, to reject any bid and all bids.

Award of contract is contingent upon the owner receiving State-funding assistance under the State Aviation Trust Fund.

Federal Provisions. This project is subject to the following Federal provisions, statutes and regulations;

Equal Employment Opportunity - Executive Order 11246 and 41 CFR Part 60:

Notice of Requirement for Affirmative Action to Ensure Equal Employment Opportunity:

Certification of Nonsegregated Facilities – 41 CFR Part 60:

Disadvantaged Business Enterprise – 49 CFR Part 26: *A DBE goal of 12 percent has been established for this Contract.*

Davis-Bacon Act, as amended – 29 CFR Part 5:

Debarment, Suspension, Ineligibility and Voluntary Exclusion – 49 CFR Part 29:

Foreign Trade Restriction – 49 CFR Part 30:

Buy American Certificate – Aviation Safety and Capacity Act of 1990:

Ban of Texting When Driving:

State Wage Requirements. The contractor will be required to comply with the wage and labor requirements and pay minimum wages in accordance with the schedule of wage rates established by the Missouri Division of Labor Standards included in the Supplementary Provisions.

Additional Provisions.

Modification to the project documents may only be made by written addendum by the Owner or Owner's authorized Representative.

The proposal must be made on the forms provided within the bound project manual. Bidders must supply all required information prior to the time of bid opening.

Item P-209M Crushed Aggregate Base Course

DESCRIPTION

209-1.1 This item consists of a base course composed of crushed aggregate base constructed on a prepared course in accordance with these specifications and in conformity to the dimensions and typical cross-sections shown on the plans.

MATERIALS

209-2.1 Crushed aggregate base. Crushed aggregate shall consist of clean, sound, durable particles of crushed stone, crushed gravel, and shall be free from coatings of clay, silt, organic material, clay lumps or balls or other deleterious materials or coatings. The method used to produce the crushed gravel shall result in the fractured particles in the finished product as consistent and uniform as practicable. Fine aggregate portion, defined as the portion passing the No. 4 sieve shall consist of fines from the coarse aggregate crushing operation. The fine aggregate shall be produced by crushing stone or gravel, that meets the coarse aggregate requirements for wear and soundness. Aggregate base material requirements are listed in the following table.

Crushed Aggregate Base Material Requirements

Material Test	Requirement	Standard
Coarse Aggregate		
Resistance to Degradation	Loss: 45% maximum	ASTM C131
Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate	Loss after 5 cycles: 12% maximum using Sodium sulfate - or - 18% maximum using magnesium sulfate	ASTM C88
Percentage of Fractured Particles	Minimum 90% by weight of particles with at least two fractured faces and 100% with at least one fractured face ¹	ASTM D5821
Flat Particles, Elongated Particles, or Flat and Elongated Particles	10% maximum, by weight, of flat, elongated, or flat and elongated particles ²	ASTM D4791
Clay lumps and friable particles	Less than or equal to 3 percent	ASTM C142
Fine Aggregate		
Liquid limit	Less than or equal to 25	ASTM D4318
Plasticity Index	Not more than five (5)	ASTM D4318

¹ The area of each face shall be equal to at least 75% of the smallest mid-sectional area of the piece. When two fractured faces are contiguous, the angle between the planes of fractures shall be at least 30 degrees to count as two fractured faces.

² A flat particle is one having a ratio of width to thickness greater than five (5); an elongated particle is one having a ratio of length to width greater than five (5).

209-2.2 Gradation requirements. The gradation of the aggregate base material shall meet the requirements of the gradation given in the following table when tested per ASTM C117 and ASTM C136. The gradation shall be well graded from coarse to fine and shall not vary from the lower limit on one sieve to the high limit on an adjacent sieve or vice versa.

Gradation of Aggregate Base

Sieve Size	Design Range Percentage by Weight passing	Contractor's Final Gradation	Job Control Grading Band Tolerances ¹ (Percent)
2 inch	100		0
1-1/2 inch	95-100		±5
1 inch	70-95		±8
3/4 inch	55-85		±8
No. 4	30-60		±8
No. 40 ²	10-30		±5
No. 200 ²	0-8		±3

¹ The "Job Control Grading Band Tolerances for Contractor's Final Gradation" in the table shall be applied to "Contractor's Final Gradation" to establish a job control grading band. The full tolerance still applies if application of the tolerances results in a job control grading band outside the design range, *except on the No. 200 sieve where gradation shall not exceed 8% in any case.*

² The fraction of material passing the No 200 sieve shall not exceed two-thirds the fraction passing the No 40 sieve.

209-2.3 Sampling and Testing.

a. Aggregate base materials. The Contractor shall take samples of the aggregate base in accordance with ASTM D75 to verify initial aggregate base requirements and gradation. Material shall meet the requirements in paragraph 209-2.1. This sampling and testing will be the basis for approval of the aggregate base quality requirements.

b. Gradation requirements. The Contractor shall take at least two aggregate base samples per day in the presence of the Resident Project Representative (RPR) to check the final gradation. Sampling shall be per ASTM D75. Material shall meet the requirements in paragraph 209-2.2. The samples shall be taken from the in-place, un-compacted material at sampling points and intervals designated by the RPR.

209-2.4 Separation Geotextile. Not used.

CONSTRUCTION METHODS

209-3.1 Control strip. The first half-day of construction shall be considered the control strip. The Contractor shall demonstrate, in the presence of the RPR, that the materials, equipment, and construction processes meet the requirements of the specification. The sequence and manner of rolling necessary to obtain specified density requirements shall be determined. The maximum compacted thickness may be increased to a maximum of 12 inches upon the Contractor's demonstration that approved equipment and operations will uniformly compact the lift to the specified density. The RPR must witness this demonstration and approve the lift thickness prior to full production.

Control strips that do not meet specification requirements shall be reworked, re-compacted or removed and replaced at the Contractor's expense. Full operations shall not continue until the control strip has been accepted by the RPR. The Contractor shall use the same equipment, materials, and construction methods for the remainder of construction, unless adjustments made by the Contractor are approved by the RPR.

209-3.2 Preparing underlying subgrade and/or subbase. The underlying subgrade and/or subbase shall be checked and accepted by the RPR before base course placing and spreading operations begin. Re-proof rolling of the subgrade or proof rolling of the subbase in accordance with Item P-152, at the Contractor's expense, may be required by the RPR if the Contractor fails to ensure proper drainage or protect the subgrade and/or subbase. Any ruts or soft, yielding areas due to improper drainage conditions, hauling, or any other cause, shall be corrected before the base course is placed. To ensure proper drainage, the spreading of the base shall begin along the centerline of the pavement on a crowned section or on the high side of the pavement with a one-way slope.

209-3.3 Production. The aggregate shall be uniformly blended and, when at a satisfactory moisture content per paragraph 209-3.5, the approved material may be transported directly to the placement.

209-3.4 Placement. The aggregate shall be placed and spread on the prepared underlying layer by spreader boxes or other devices as approved by the RPR, to a uniform thickness and width. The equipment shall have positive thickness controls to minimize the need for additional manipulation of the material. Dumping from vehicles that require re-handling shall not be permitted. Hauling over the uncompacted base course shall not be permitted.

The aggregate shall meet gradation and moisture requirements prior to compaction. The base course shall be constructed in lifts as established in the control strip, but not less than 4 inches nor more than 12 inches of compacted thickness.

When more than one lift is required to establish the layer thickness shown on the plans, the construction procedure described here shall apply to each lift. No lift shall be covered by subsequent lifts until tests verify that compaction requirements have been met. The Contractor shall rework, re-compact and retest any material placed which does not meet the specifications at the Contractor's expense.

209-3.5 Compaction. Immediately after completion of the spreading operations, compact each layer of the base course, as specified, with approved compaction equipment. The number, type, and weight of rollers shall be sufficient to compact the material to the required density within the same day that the aggregate is placed on the subgrade.

The field density of each compacted lift of material shall be at least 100% of the maximum density of laboratory specimens prepared from samples of the subbase material delivered to the jobsite. The laboratory specimens shall be compacted and tested in accordance with ASTM D698. The moisture content of the material during placing operations shall be within ± 2 percentage points of the optimum moisture content as determined by ASTM D698. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

If the material has greater than 30% retained on the 3/4 -inch sieve, follow AASHTO T-180 Annex A Correction of Maximum Dry Density and Optimum Moisture for Oversized Particles.

209-3.6 Weather limitations. Material shall not be placed unless the ambient air temperature is at least 40°F and rising. Work on base course shall not be conducted when the subgrade or subbase is wet or frozen or the base material contains frozen material.

209-3.7 Maintenance. The base course shall be maintained in a condition that will meet all specification requirements. When material has been exposed to excessive rain, snow, or freeze-thaw conditions, prior to placement of additional material, the Contractor shall verify that materials still meet all specification requirements. Equipment may be routed over completed sections of base course, provided that no damage results and the equipment is routed over the full width of the completed base course. Any damage

resulting to the base course from routing equipment over the base course shall be repaired by the Contractor at the Contractor's expense.

209-3.8 Surface tolerances. After the course has been compacted, the surface shall be tested for smoothness and accuracy of grade and crown. Any portion lacking the required smoothness or failing in accuracy of grade or crown shall be scarified to a depth of at least 3 inches, reshaped and recompact to grade until the required smoothness and accuracy are obtained and approved by the RPR. Any deviation in surface tolerances shall be corrected by the Contractor at the Contractor's expense. The smoothness and accuracy requirements specified here apply only to the top layer when base course is constructed in more than one layer.

a. Smoothness. The finished surface shall not vary more than 3/8-inch when tested with a Contractor furnished 12-foot straightedge applied parallel with and at right angles to the centerline. The straightedge shall be moved continuously forward at half the length of the 12-foot straightedge for the full length of each line on a 50-foot grid.

b. Grade. The grade and crown shall be measured on a 50-foot grid and shall be within +0 and -1/2 inch of the specified grade.

209-3.9 Acceptance sampling and testing. Crushed aggregate base course shall be accepted for density and thickness on an area basis. Two tests shall be made for density and thickness for each 400 square yds (500 m²). Sampling locations will be determined on a random basis per ASTM D3665

a. Density. The RPR shall perform all density tests and provide the test results to the Contractor upon completion.

Each area shall be accepted for density when the field density is at least 100% of the maximum density of laboratory specimens compacted and tested per ASTM D698. The in-place field density shall be determined per ASTM D6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938. If the specified density is not attained, the area represented by the failed test must be reworked and/or recompact and two additional random tests made. This procedure shall be followed until the specified density is reached. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

b. Thickness. Depth tests shall be made by test holes at least 3 inches in diameter that extend through the base. The thickness of the base course shall be within +0 and -1/2 inch of the specified thickness as determined by depth tests taken by the Contractor in the presence of the RPR for each area. Where the thickness is deficient by more than 1/2-inch, the Contractor shall correct such areas at no additional cost by scarifying to a depth of at least 3 inches, adding new material of proper gradation, and the material shall be blended and recompact to grade. The Contractor shall replace, at his expense, base material where depth tests have been taken.

METHOD OF MEASUREMENT

209-4.1 The quantity of crushed aggregate base course will be determined by measurement of the number of square yards of material actually constructed and accepted by the RPR as complying with the plans and specifications. Base materials shall not be included in any other excavation quantities.

BASIS OF PAYMENT

209-5.1 Payment shall be made at the contract unit price per square yard for crushed aggregate base course. This price shall be full compensation for furnishing all materials, for preparing and placing these materials, and for all labor, equipment tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-209-5.1 Crushed Aggregate Base Course (9")- per square yard

REFERENCES

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

ASTM International (ASTM)

ASTM C29	Standard Test Method for Bulk Density ("Unit Weight") and Voids in Aggregate
ASTM C88	Standard Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM C117	Standard Test Method for Materials Finer than 75- μ m (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C131	Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C136	Standard Test Method for Sieve or Screen Analysis of Fine and Coarse Aggregates
ASTM C142	Standard Test Method for Clay Lumps and Friable Particles in Aggregates
ASTM D75	Standard Practice for Sampling Aggregates
ASTM D698	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400 ft-lbf/ft ³ (600 kN-m/m ³))
ASTM D2167	Standard Test Method for Density and Unit Weight of Soil in Place by the Rubber Balloon Method
ASTM D2419	Standard Test Method for Sand Equivalent Value of Soils and Fine Aggregate
ASTM D3665	Standard Practice for Random Sampling of Construction Materials
ASTM D4318	Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D4491	Standard Test Methods for Water Permeability of Geotextiles by Permittivity
ASTM D4643	Standard Test Method for Determination of Water Content of Soil and Rock by Microwave Oven Heating
ASTM D4751	Standard Test Methods for Determining Apparent Opening Size of a Geotextile
ASTM D4791	Standard Test Method for Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate
ASTM D5821	Standard Test Method for Determining the Percentage of Fractured Particles in Coarse Aggregate

ASTM D6938	Standard Test Method for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)
ASTM D7928	Standard Test Method for Particle-Size Distribution (Gradation) of Fine-Grained Soils Using the Sedimentation (Hydrometer) Analysis
American Association of State Highway and Transportation Officials (AASHTO)	
M288	Standard Specification for Geosynthetic Specification for Highway Applications

END OF ITEM P-209M

PROPOSAL FORMS

PROPOSAL FORM
Midwest National Air Center
Clay County, Missouri
State Block Grant Project No. **19-107B-1**

TO: **Clay County, Missouri**

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

Reconstruct T-Hangar Taxilanes C & D:

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:

AIP ELIGIBLE ITEMS							
BID ITEM	FAA or MoDOT SPEC.	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		EXTENSION	
				DOLLARS	CTS	DOLLARS	CTS
1	C-100	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	1 LS				
2	C-105-6.1	MOBILIZATION	1 LS				
3	P-101-5.1	ASPHALT PAVEMENT REMOVAL (4-5", VARIABLE DEPTH)	2,650 SY				
4	P-101-5.2	CONCRETE PAVEMENT REMOVAL (4-5", VARIABLE DEPTH)	3,550 SY				
5	P-101-5.3	BASE COURSE REMOVAL (8-15", VARIABLE DEPTH)	6,200 SY				
6	P-101-5.4	PAVEMENT MARKING REMOVAL	1,950 SF				
7	P-101-5.5	REMOVAL OF EXISTING INLET AND HDPE-8 INCH	2 EA				
8	P-101-5.6	HAUL ROUTE REPAIRS	810 SY				
9	TRAF- 102-2.1	TRAFFIC CONTROL	1 LS				
10	P-152-4.1	EMBANKMENT IN- PLACE (CONTRACTOR FURNISHED)	2,000 CY				
11	P-152-4.2	UNSUITABLE EXCAVATION	300 CY				

12	C-102-5.1	INSTALLATION AND REMOVAL OF SILT FENCE	500 LF				
13	C-102-5.2	TURF REINFORCEMENT MAT TYPE I	2,400 SY				
14	C-102-5.3	SEDIMENT REMOVAL	20 CY				
15	C-102-5.4	INLET PROTECTION	3 EA				
16	P-158-8.1	FLYASH TREATED SUBGRADE (12" DEPTH)	6,250 SY				
17	P-158-8.2	FLYASH	480 TON				
18	P-209-5.1	9" CRUSHED AGGREGATE BASE COURSE	2,525 SY				
19	P-401-8.1	ASPHALT SURFACE COURSE (4")	570 TON				
20	P-602-5.1	EMULSIFIED ASPHALT PRIME COAT	860 GAL				
21	P-603-5.1	EMULSIFIED ASPHALT TACK COAT	370 GAL				
22	P-620-5.1	REFLECTORIZED PAVEMENT MARKING (YELLOW)	1,200 SF				
23	P-620-5.2	NON-REFLECTORIZED PAVEMENT MARKING (BLACK)	1,900 SF				
24	D-701-5.1	12 INCH HDPE OUTLET PIPE	210 LF				
25	D-703-5.1	MODULAR POLYMER CONCRETE GRATED TRENCH DRAIN	1,340 LF				
26	D-705-5.1	4" PERFORATED PVC UNDERDRAIN	1,400 LF				
27	D-705-5.2	4" NON-PERFORATED PVC UNDERDRAIN	160 LF				
28	D-705-5.3	UNDERDRAIN CLEANOUT, IN PAVEMENT	8 EA				
29	D-705-5.4	UNDERDRAIN CONCRETE SPLASH PAD	4 EA				
30	D-705-5.5	ROCK REVETMENT - 12"	35 SY				
31	T-901-5.1	SEEDING	0.5 AC				
32	T-905-5.1	TOPSOIL (FURNISHED FROM OFF THE SITE)	2,400 SY				
TOTAL BID – AIP ELIGIBLE ITEMS (Numerals):							
TOTAL BID (Words):							

NON ELIGIBLE AIP ITEMS							
BID ITEM	FAA or MoDOT SPEC.	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		EXTENSION	
				DOLLARS	CTS	DOLLARS	CTS
33	P-209-5.1	9" CRUSHED AGGREGATE BASE COURSE	3,725 SY				
34	P-401-8.1	ASPHALT SURFACE COURSE (4")	870 TON				
35	P-602-5.1	EMULSIFIED ASPHALT PRIME COAT	1,348 GAL				
36	P-603-5.1	EMULSIFIED ASPHALT TACK COAT	600 GAL				
TOTAL BID (NON ELIGIBLE AIP ITEMS) (Numerals):							
TOTAL BID (Words):							
<i>TOTAL BID (AIP ELIGIBLE AND NON ELIGIBLE ITEMS) (Numerals):</i>							
<i>TOTAL BID (Words):</i>							

ACKNOWLEDGEMENTS BY BIDDER

- a. By submittal of a proposal, the BIDDER acknowledges and accepts that the quantities established by the OWNER are an approximate estimate of the quantities required to fully complete the Project and that the estimated quantities are principally intended to serve as a basis for evaluation of bids. The BIDDER further acknowledges and accepts that payment under this contract will be made only for actual quantities and that quantities will vary in accordance with the General Provisions subsection entitled "Alteration of Work and Quantities".
- b. The BIDDER acknowledges and accepts that the Bid Documents are comprised of the documents identified within the General Provisions. The BIDDER further acknowledges that each the individual documents that comprise the Bid Documents are complementary to one another and together establishes the complete terms, conditions and obligations of the successful BIDDER.
- c. As evidence of good faith in submitting this proposal, the undersigned encloses a bid guaranty in the form of a certified check, cashier's check or bid bond in the amount of **5%** of the bid price. The BIDDER acknowledges and accepts that refusal or failure to accept award and execute a contract within the terms and conditions established herein will result in forfeiture of the bid guaranty to the Owner as a liquidated damage.
- d. The BIDDER acknowledges and accepts the OWNER'S right to reject any or all bids.
- e. The BIDDER acknowledges and accepts the OWNER'S right to hold all Proposals for purposes of review and evaluation and not issue a notice-of-award for a period not to exceed **120 calendar days** from the stated date for receipt of bids.
- f. The undersigned agrees that upon written notice of award of contract, he or she will execute the contract within thirty (30) days of the notice-of-award, and furthermore, and provide executed payment and performance bonds within fifteen (15) days from the notice of award. 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 **\$1,500 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 **12** 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 proceeding the date of award. This report is required if the Contractor/Subcontractor meets all of the following conditions:
 - 1. Contractors/Subcontractors are not exempt based on 41 CFR 60-1.5.
 - 2. Has 50 or more employees.
 - 3. Is a prime contractor or first tier subcontractor.
 - 4. 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, sex, or national origin because of written or oral policies or employee custom. The term does not include separate or single-user rest rooms or necessary dressing or sleeping areas provided to assure privacy between the sexes. 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 CFR § 50104 and 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 as published by the Office of the United States Trade Representative (U.S.T.R.);
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 published by the U.S.T.R.; and
3. has not entered into any subcontract for any product to be used on the Federal on the project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R.

This certification concerns a matter within the jurisdiction of an 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, United States Code, Section 1001.

The Offeror/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 subcontractors 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 U.S.T.R.

or

(2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such U.S.T.R. list or

(3) who incorporates in the public works project any product of a foreign country on such U.S.T.R. list;

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

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

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

d. **Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion:** (2 CFR Part 180 (Subpart C, 2 CFR Part 1200, DOT Order 4200.5)

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

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

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

If the Federal Aviation Administration (FAA) later determines that a lower tier participant failed to disclose to a higher tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedies, including suspension and debarment of the non-compliant participant.

e. **Certification Regarding Lobbying:** (31 USC Part 1352, 2 CFR Part 200 Appendix II(J), 49 CFR Part 20, Appendix A)

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

1. 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 employee 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.
2. 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.

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.

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, U.S. 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 each such failure.

- f. **Certification of Bidder Regarding Tax Delinquency and Felony Convictions:** (Sections 415 and 416 of Title IV, Division L of the Consolidated Appropriations Act, 2014 (Pub. L. 113-76) and DOT Order 4200.6)

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

Certifications

- 1) The BIDDER 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 BIDDER represents that it is () is not () a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

Note

If a BIDDER responds in the affirmative to either of the above representations, the BIDDER is ineligible to receive an award unless the sponsor has received notification from the agency suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the Government's interests. The BIDDER therefore must provide information to the OWNER about its tax liability or conviction to the OWNER, who will then notify the FAA Airports District Office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

Term Definitions

Felony conviction: Felony conviction means a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 U.S.C. § 3559.

Tax Delinquency: A tax delinquency is 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.

- g. **Buy American Certification:** (Title 49 U.S.C. Chapter 501)

The Contractor agrees to comply with 49 USC § 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 complete and submit the 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.

SIGNATURE OF BIDDER

IF AN INDIVIDUAL:

Name: _____

By: _____

(Signature of Individual)

Doing Business as: _____

Business Address: _____

Telephone Number: _____

IF A PARTNERSHIP:

Partnership Name: _____

By: _____

(Authorized Signature)

(Attach Evidence of Authority to sign as a Partnership)

Name and Title: _____

Business Address: _____

Telephone Number: _____

IF A CORPORATION:

Corporation Name: _____

By: _____

(Authorized Signature)

(Attach Evidence of Authority to sign)

Name and Title: _____

Business Address: _____

(CORPORATE SEAL)

Telephone Number: _____

ATTEST:

By: _____

(Authorized Signature)

Name and Title: _____

IF A JOINT VENTURE: (Attach copy of Joint Venture Agreement)

Joint Venture Name: _____

By: _____

(Authorized Signature)

(Attach Evidence of Authority to sign)

Name and Title: _____

Business Address: _____

Telephone Number: _____

Joint Venture Name: _____

By: _____

(Authorized Signature)

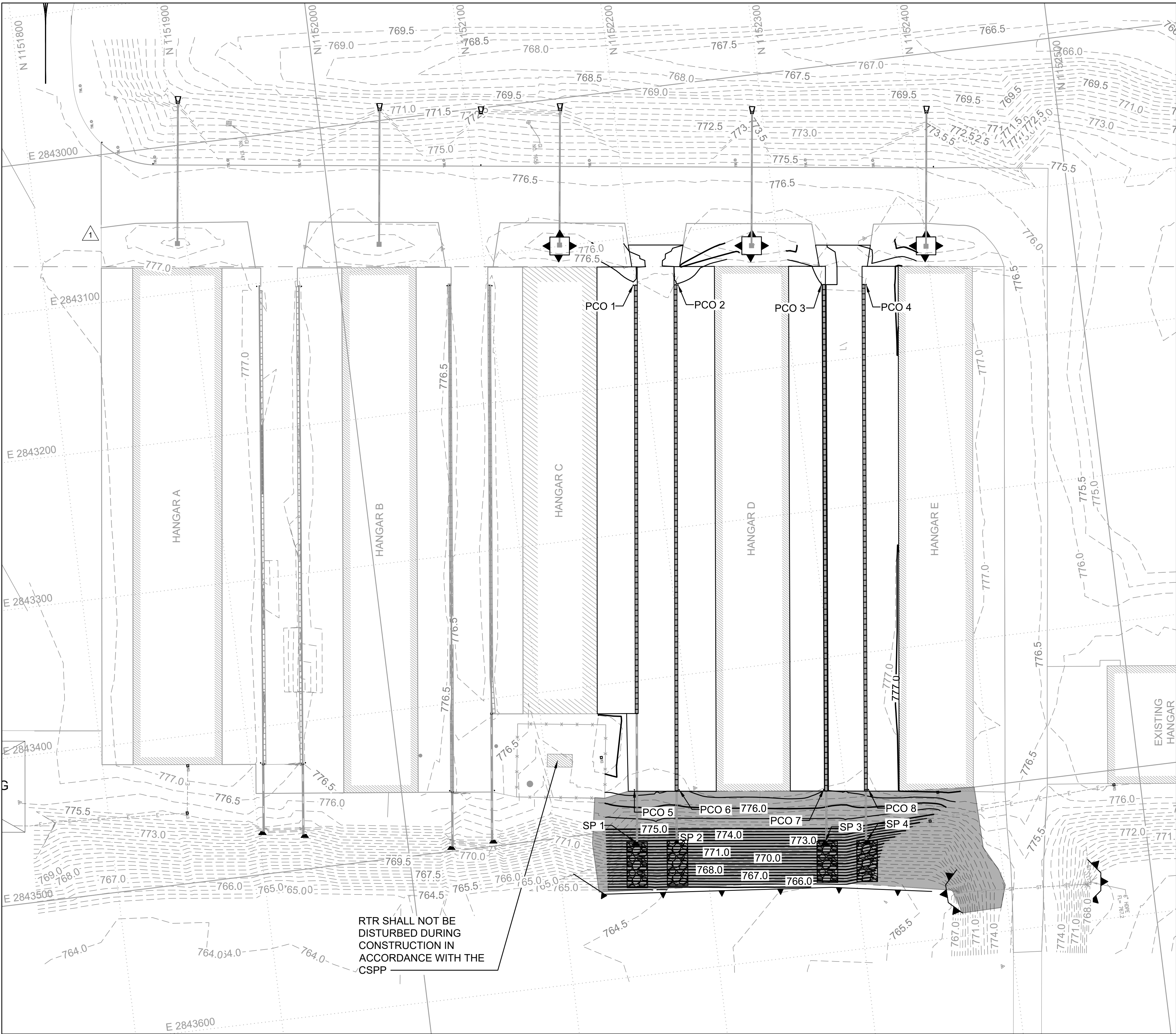
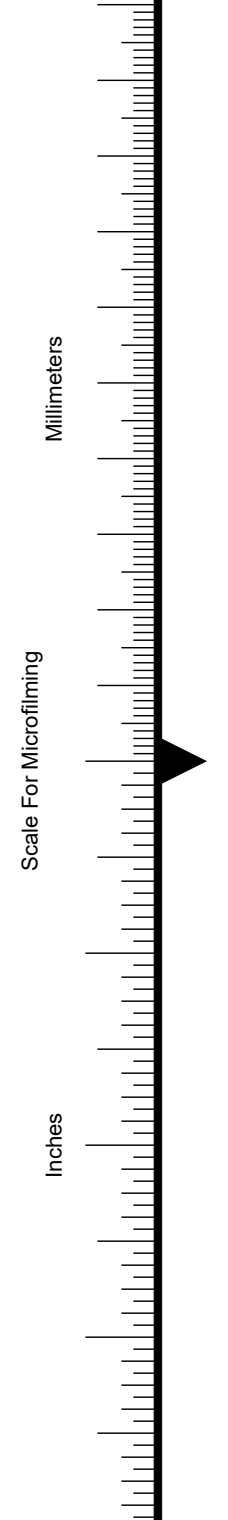
(Attach Evidence of Authority to sign)

Name and Title: _____

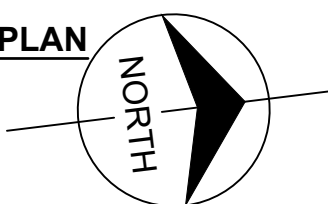
Business Address: _____

Telephone Number: _____

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GRADING AND EROSION CONTROL PLAN

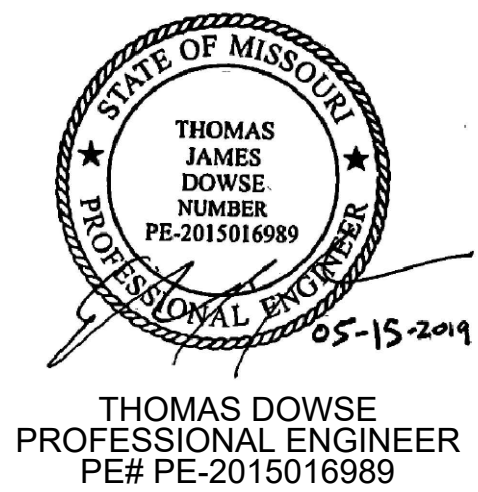


GRADING NOTES:

1. PROPOSED ELEVATIONS INDICATED ARE FOR TOP OF FINAL GRADE, PAVEMENT, OR STRUCTURE UNLESS INDICATED OTHERWISE.
2. ELEVATION DENOTED AS "MATCH" ARE INTENDED TO MEET EXISTING GRADE ELEVATIONS. CONTRACTOR SHALL VERIFY ELEVATIONS AT TIE-INS AND MATCH POINTS PRIOR TO BEGINNING CONSTRUCTION.
3. ADEQUATE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. ANY DRAINAGE FEATURE OR STRUCTURE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO EXISTING CONDITIONS OR BETTER SUBJECT TO THE APPROVAL OF THE RPR AND AT NO COST TO THE OWNER.
4. CONTRACTOR SHALL REMOVE STANDING WATER FROM THE PROJECT WORK LIMITS AS NECESSARY TO PROTECT SUBGRADE, SUBBASE, AND/OR BASE COURSE OF NEW PAVEMENT, SURROUNDING PAVEMENT-TO-REMAIN, OR OTHER COMPLETED WORKS.
5. CONTRACTOR SHALL PLACE EROSION CONTROL DEVICES AS SHOWN PRIOR TO BEGINNING WORK. THE DEVICES SHALL BE PLACED DOWN-SLOPE OF DISTURBED AREAS WHERE SHEET EROSION WOULD OCCUR. SILT FENCE SHALL BE CLEANED AND REPAIRED WHEN SEDIMENT BUILD-UP REACHES ONE-THIRD OF SILT FENCE HEIGHT. AFTER SIGNIFICANT RUNOFF EVENTS, THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL STRUCTURES FOR SILT BUILD-UP THAT INTERFERES WITH THE PERFORMANCE OF THE EROSION CONTROL STRUCTURE AND REPAIR OR REPLACE THOSE STRUCTURES, AS NECESSARY.
6. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RE-VEGETATED IN ACCORDANCE WITH THE SPECIFICATIONS. TURF REINFORCEMENT MAT (TYPE I) SHALL BE INSTALLED IN ALL DISTURBED AREAS.
7. SEE DETAIL SHEETS FOR PAVEMENT SECTIONS.
8. CONTRACTOR SHALL INSTALL SILT FENCE AROUND STAGING AREA AS SHOWN ON G003.

LEGEND:

- 885 PROPOSED MAJOR CONTOURS
- 883 PROPOSED MINOR CONTOURS
- 885 EXISTING MAJOR CONTOURS
- 883 EXISTING MINOR CONTOURS
- +884.39 PROPOSED SPOT ELEVATION
- +884.39 EXISTING SPOT ELEVATION
- ... DITCH FLOW ARROWS
- TURF REINFORCEMENT MAT (TYPE 1)
- INLET PROTECTION
- SILT FENCE
- PCO 1 CLEANOUT WITHIN PAVEMENT
- TRENCH DRAIN
- SP 1 UNDERDRAIN / OUTLET PIPE SPLASH PAD
- ROCK REVETMENT - 12"



THOMAS DOWSE
PROFESSIONAL ENGINEER
PE# PE-2015016989

no.	date	by	ckd	description
0	5/15/29	KTW	TJD	ISSUED FOR BID

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FOR CONSTRUCTION

**BURNS
McDONNELL**
9400 WARD PARKWAY
KANSAS CITY, MO 64114
816-333-9400
LICENSEE NO. 000165

date	4/18/2019	detailed	A. EWIGMAN
designed	K. WACHIRA	checked	T. DOWSE

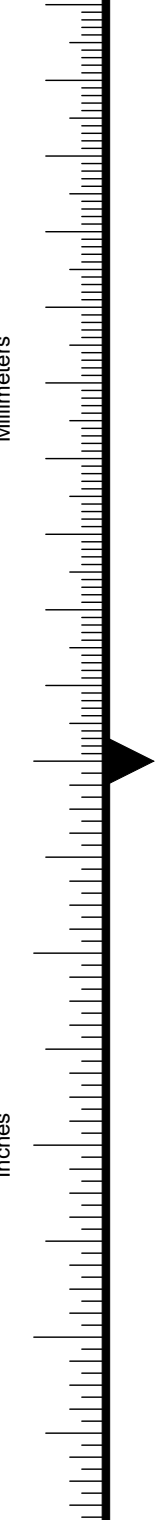


13106 RHODUS RD
EXCELSIOR SPRINGS, MO 64024

RECONSTRUCT T-HANGAR TAXILANES C&D

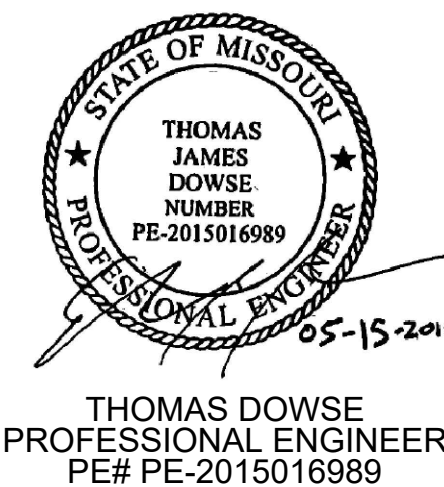
GRADING AND EROSION CONTROL PLAN

project	111712	MoDOT #	19-107B-1
drawing	C200	rev.	0
sheet 12	of 22	sheets	
file 111712C200.DWG			

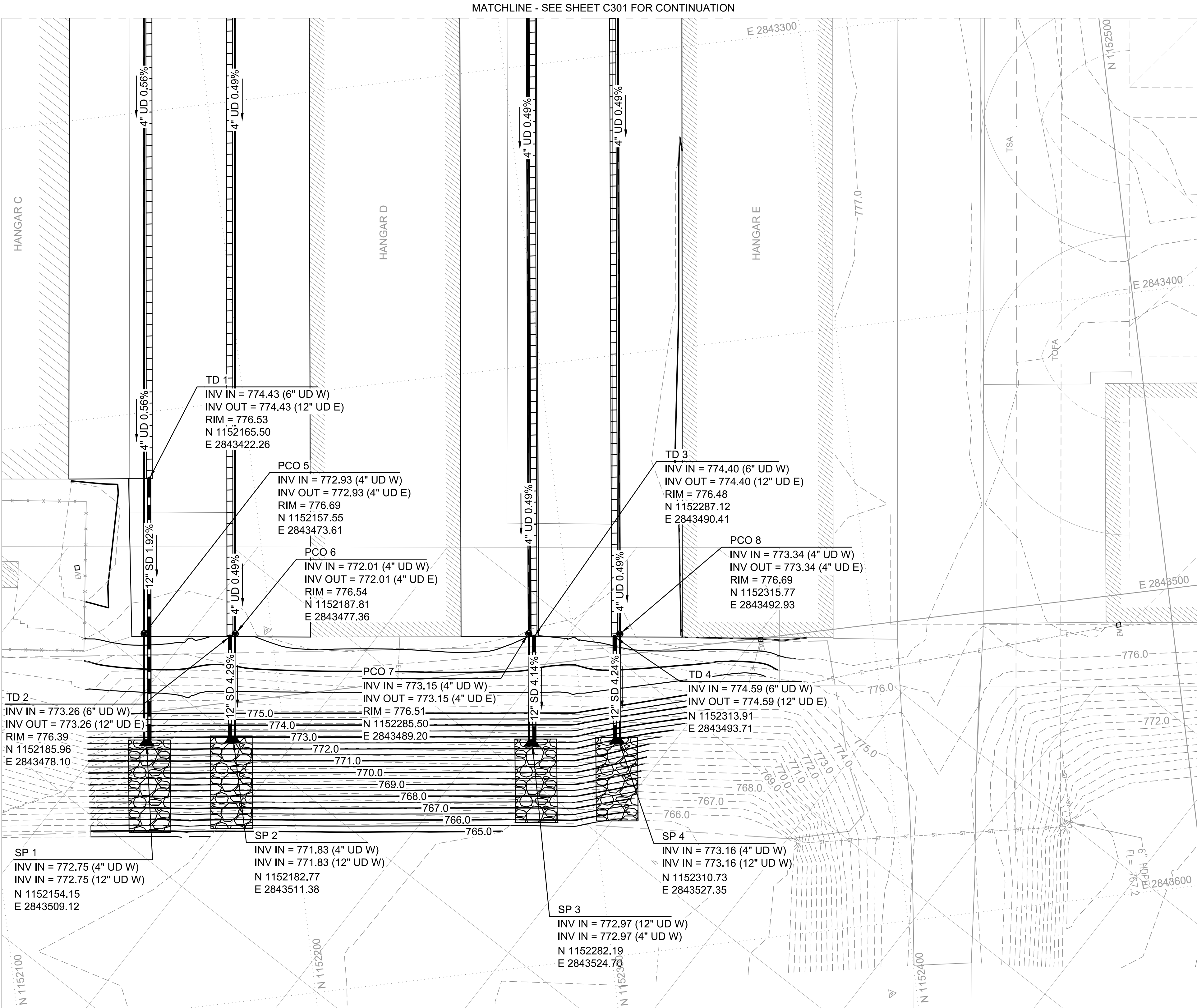
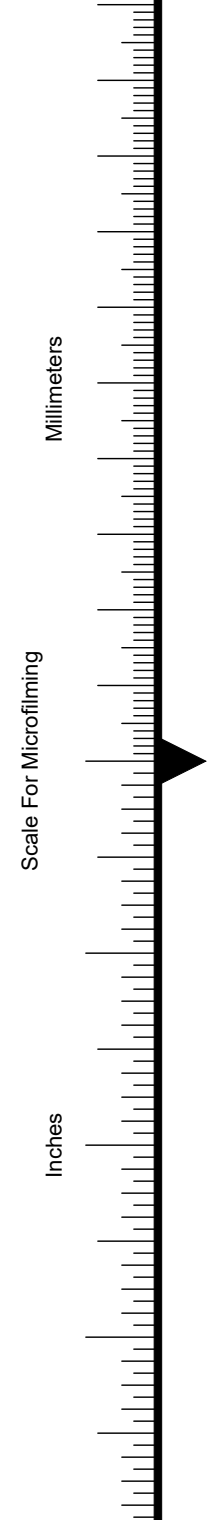


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| 0 | 5/15/29 | KTW | TJD | ISSUED FOR BID |

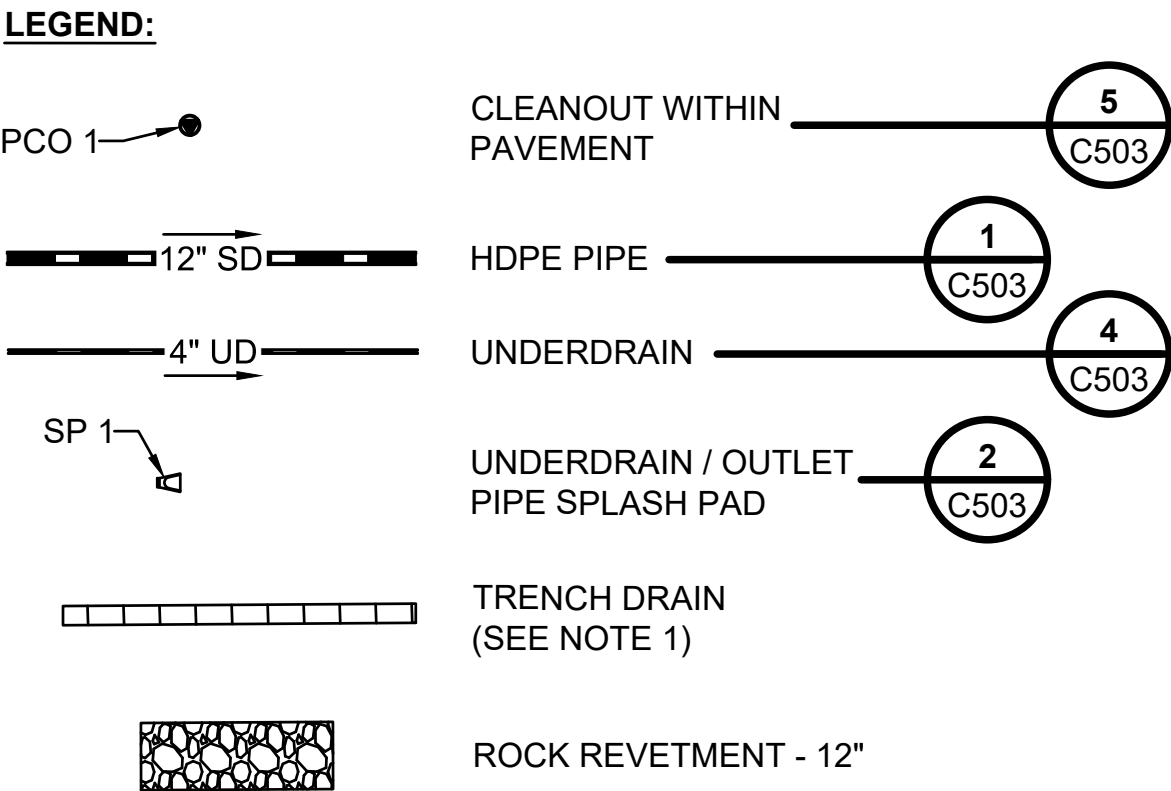
UTILITY PLAN SHEET 1 OF 2	
project 111712	MoDOT # 19-107B-1
drawing C301	rev. 0
sheet 13	of 22 sheets
file 111712C301.DWG	



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- UTILITY NOTES:**
1. CONTRACTOR SHALL SUBMIT A COMPLETE DESIGN AND SHOP DRAWING FOR THE MODULAR POLYMER CONCRETE GRATED TRENCH SYSTEM IN ACCORDANCE WITH D-703.
 2. THE 4" PVC UNDERDRAINS HAVE BEEN DESIGNED TO BE BELOW THE MODULAR POLYMER CONCRETE-GRATED TRENCH SYSTEM. THE FINAL ELEVATIONS WILL BE DETERMINED ONCE THE MODULAR POLYMER CONCRETE GRATED TRENCH SYSTEM HAS BEEN DESIGNED.
 3. THE OUTLET PIPE FOR THE 4" PVC UNDERDRAIN SHALL BE CAST MONOTHICALLY WITH THE OUTLET FOR THE MODULAR POLYMER CONCRETE GRATED TRENCH SYSTEM ONCE IT HAS BEEN DESIGNED AND APPROVED.



no.	date	by	ckd	description
0	5/15/29	KTW	TJD	ISSUED FOR BID

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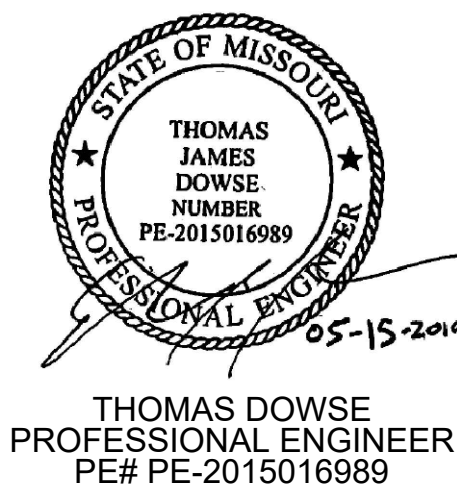
date	4/29/2019	detailed	A. EWIGMAN
designed	K. WACHIRA	checked	T. DOWSE



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RECONSTRUCT T-HANGAR TAXILANES C&D

UTILITY PLAN SHEET 2 OF 2	
project	MoDOT #
111712	19-107B-1
drawing	rev.
C302	0
sheet 14	of 22 sheets
file 111712C301.DWG	



THOMAS DOWSE
PROFESSIONAL ENGINEER
PE# PE-2015016989