

CHILLICOTHE MUNICIPAL AIRPORT (CHT)  
CHILLICOTHE, MISSOURI

MoDOT PROJECT NO. 22-015A-1

**BASE BID**

**Install New 12,000 Gallon AST 100LL AvGas Fuel System**

**ADD ALTERNATE NO. 1**

**Install QT Pod System**

**ADD ALTERNATE NO. 2**

**Install Fuel Master System**

**ADD ALTERNATE NO. 3 (Added per Addendum No. 1)**

**Install Product Recovery Vessel**



**ADDENDUM NO. 1**

**August 14<sup>th</sup>, 2023**

TO ALL PROSPECTIVE BIDDERS:

- A. You are hereby notified of the following amendments to the Construction Plans for the subject project. A revised version of the referenced Plan Sheet is included with this addendum for reference.**
1. Sheet No. 1 Title Sheet. The header and description for Add Alternate No. 3 has been added to this sheet.  
**Revised Sheet No. 1 Title Sheet is included with this addendum for reference.**
  2. Sheet No. 2 General Layout and Summary of Quantities. A summary of quantities table for Add Alternate No. 3 has been added to this sheet.  
**Revised Sheet No. 2 General Layout and Summary of Quantities is included with this addendum for reference.**
  3. Sheet No. 6 Paving and Fuel System Layout Plan. The Owner's preferred electrical connection location has changed to the northeastern corner of the hangar south of the proposed fuel system.  
**Revised Sheet No. 6 Paving and Fuel System Layout Plan is included with this addendum for reference.**
- B. You are hereby notified of the following amendments to the Contract Documents/Specifications for the subject project.**
1. Project Manual Cover Sheet. The header and description for Add Alternate No. 3 has been added to this sheet.  
**Revised Project Manual Cover Sheet is included with this addendum for reference.**

2. Section 1, Notice to Bidders. The header and description for Add Alternate No. 3 has been added to this section. The Item Description table for Add Alternate No. 3 has been added to this section. Language has been added regarding the project award scenarios applicable to this project.

**Revised Section 1, Notice to Bidders is included with this addendum for reference.**

3. Section 13, Fuel Storage and Delivery System. Prospective Bidders are to submit a bid for a product recovery vessel which is added into this project as Add Alternate No. 3 via this addendum. The specific requirements for the product recovery vessel are as follows:

Add an additional 15-20 Gallon product recovery vessel back by the offload connection to pump sumped fuel from a transport directly back into the tank. The product recovery vessel shall be equipped with an electric pump and small filter. Piping back to the tank shall have an inline swing check valve and lockable ball valve and the piping shall be stainless steel. This item shall only be supplied and installed if Add Alternate No. 3 is awarded.

As part of Add Alternate No. 1, Bid Item No. 1 or Add Alternate No. 2, Bid Item No. 1, Prospective Bidders are to include a ladder and mount, meeting the requirements as follows:

Supply a 4-foot fiberglass A-Frame step ladder to the Owner. Supply and install a mount for the ladder such that the ladder isn't stored by laying on the ground or against fueling equipment.

**Revised Section 13, Fuel Storage and Delivery System is included with this addendum for reference.**

4. Proposal Form. The header and description for Add Alternate No. 3 has been added to this section. The bid submittal table for Add Alternate No. 3 has been added to this section. The bid summation table for Base Bid + Add Alternate No. 1 + Add Alternate No. 3 and Base Bid + Add Alternate No. 2 + Add Alternate No. 3 has been added to this section.

**Revised Proposal Form is included with this addendum for reference.**

5. Official Bid Form. The header and description for Add Alternate No. 3 has been added to Page 1 of the Official Bid Form. The bid submittal table for Add Alternate No. 3 has been added to Page 2 of the Official Bid Form. The bid summation table for Base Bid + Add Alternate No. 1 + Add Alternate No. 3 and Base Bid + Add Alternate No. 2 + Add Alternate No. 3 has been added to Page 2 of the Official Bid Form. Acknowledgements by Bidder, **Item G**, has been moved to Official Bid Form Page 3.

**A copy of the Official Bid Form, Pages 1, 2, and 3 that have been revised are included with this addendum for reference and use when submitting a bid. Please discard original Official Bid Form Pages 1, 2, and 3 and replace them with these pages.**

C. A copy of the pre-bid meeting minutes and attendees list is included with this addendum.

D. All bidders must acknowledge receipt of this addendum in the space provided on the REVISED Official Bid Form Page 3, included with Addendum No. 1, for use when submitting their bid. Failure to acknowledge receipt of an addendum may be cause for rejection of the bid.



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Last Saved By: lwright 2023/08/10  
Plot Style: ae.ctb

# CITY OF CHILLCOTHE, MISSOURI

## CONSTRUCTION PLANS FOR

### CHILLCOTHE MUNICIPAL AIRPORT (CHT)

MoDOT PROJECT NO. 22-015A-1

#### BASE BID

INSTALL NEW 12,000 GALLON AST 100LL AVGAS FUEL SYSTEM

#### ADD ALTERNATE NO. 1

INSTALL QT POD SYSTEM

#### ADD ALTERNATE NO. 2

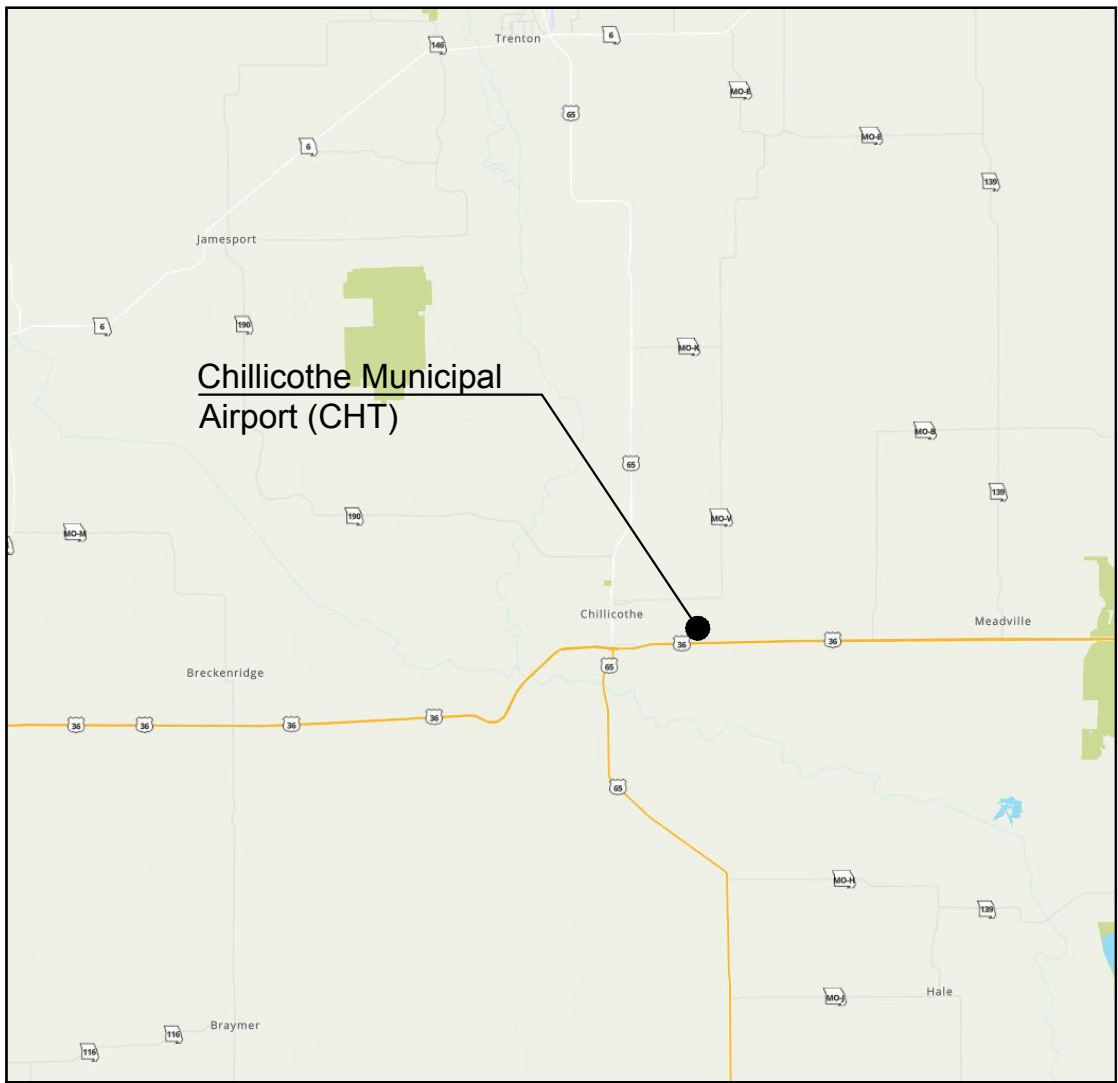
INSTALL FUEL MASTER SYSTEM

#### ADD ALTERNATE NO. 3

INSTALL PRODUCT RECOVERY VESSEL  
(Added per Addendum No. 1)

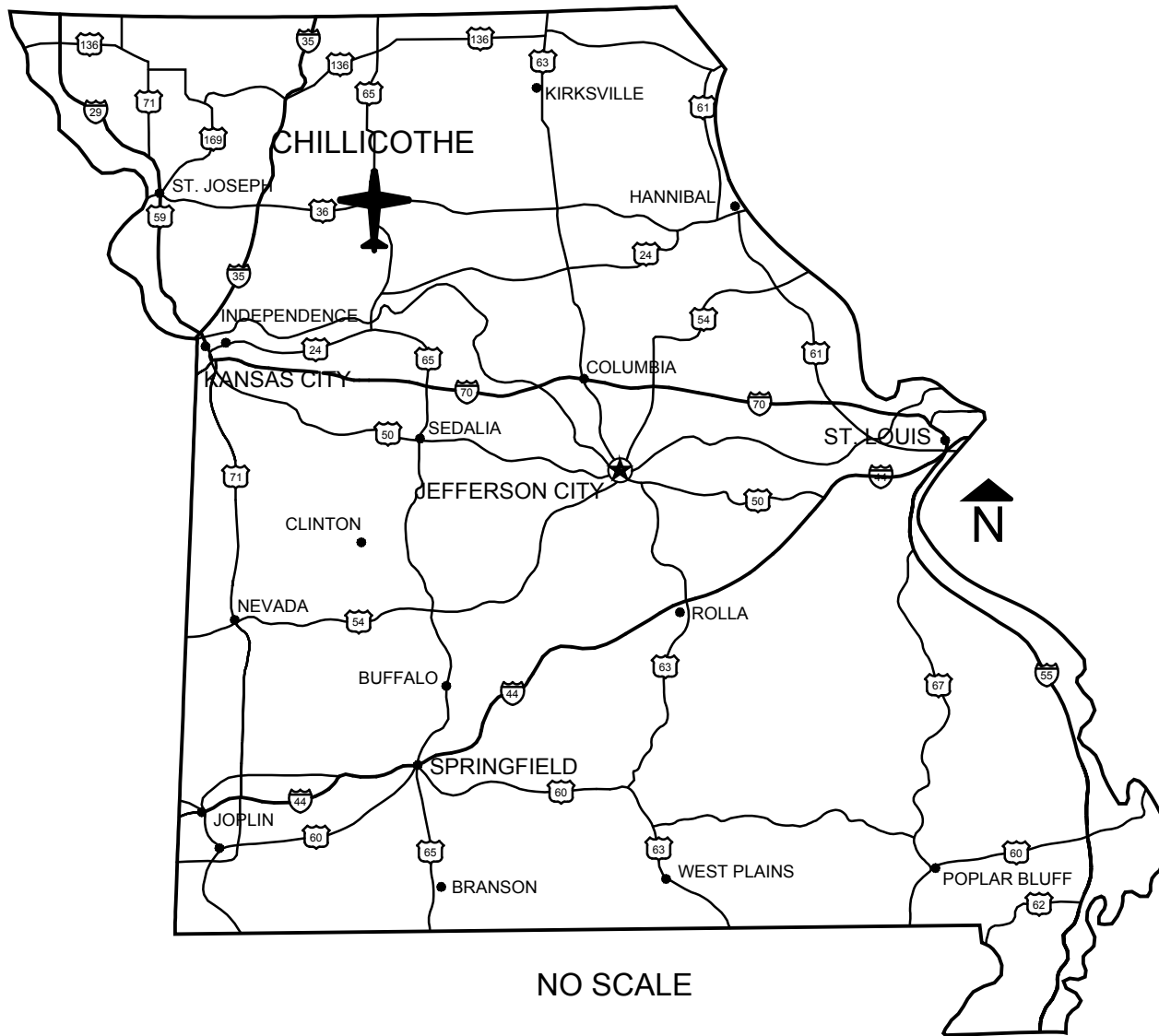
JULY 2023

VICINITY MAP



NO SCALE

LOCATION MAP



NO SCALE

INDEX OF SHEETS	
SHEET NUMBER	SHEET TITLE
1	TITLE SHEET
2	GENERAL LAYOUT AND SUMMARY OF QUANTITIES
3	CONSTRUCTION SAFETY AND PHASING PLAN
4	CONSTRUCTION SAFETY AND PHASING PLAN DETAILS
5	DEMOLITION PLAN
6 - 7	PAVING AND FUEL SYSTEM LAYOUT PLAN
8	PAVING AND FUEL SYSTEM LAYOUT DETAILS
9	JOINT PLAN AND DETAILS

#### NOTE:

This plan set has been drawn in color to better depict the proposed construction at the airport. For clarity, please print the entire plan set in color.

#### Runway End Coordinates

THRESHOLD	EXISTING			ULTIMATE		
	LATITUDE	LONGITUDE	ELEVATION	LATITUDE	LONGITUDE	ELEVATION
Runway 14	39° 47' 11.19" N	93° 29' 59.37" W	782.0'	Same	Same	Same
Runway 32	39° 46' 40.31" N	93° 29' 29.52" W	762.0'	Same	Same	Same
Runway 2	39° 46' 39.08" N	93° 29' 58.47" W	756.3'	39° 46' 46.56" N	93° 29' 53.61" W	762.9'
Runway 20	39° 47' 10.23" N	93° 29' 38.89" W	772.0'	39° 47' 30.95" N	93° 29' 25.49" W	782.0'

Source: Runway end elevations and geodetic coordinates provided by the FAA Aviation Systems Standards Branch (AVN) (<http://avnwww.fccbi.gov>)

#### Airport Data

AIRPORT INFORMATION	EXISTING	ULTIMATE
Airport Reference Code (ARC)	B-II	Same
Mean Maximum Air Temperature	87.8°F (July)	Same
Airport Elevation - Mean Sea Level (MSL)	782'	Same
Airport Navigational Aids (NAVAID)	4-PAPI / REIL / Beacon	4-PAPI / 2-PAPI / REIL / BEACON
Airport Reference Point (ARP)	39° 46' 55.26" N ; 93° 29' 46.45" W	39° 47' 05.46" N ; 93° 29' 42.22" W
Misc. Facilities	Wind Cone / AWOS	Same
Critical Aircraft	Cessna 340	King Air 250
Magnetic Variation (Date)	0° 47' E ± 0° 22' W (2019, WMM2015)	Same
NPIAS Service Level	General Aviation	Same
State Service Role	Local	Same
FAA Site Number	11638-A	Same
County	Livingston	Same
Total Acreage	424.7'	Same

#### Runway Data

	RUNWAY 14-32		RUNWAY 2-20	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
Runway Identification	14 32	14 32	2 20	2 20
Runway Design Code (RDC)	B-II-5,000	Same	A-I-Visual	B-II-5000
Runway Reference Code (RRC)	B-II	Same	A-I	B-II
Runway Pavement Material	Concrete	Same	Turf	Asphalt
Pavement Strength by Wheel Loading	15,000 (SWG)	Same	3,000 (SWG)	12,500 (SWG)
Pavement Strength by PCN	N/A	Same	N/A	N/A
Pavement Surface Treatment	N/A	Same	N/A	N/A
Effective Runway Gradient (%)	-0.5% 0.5%	Same Same	0.4% -0.4%	Same Same
Percent (%) Wind Coverage (10.5 Knots)	92.3%	Same	90.2%	Same
Runway Dimensions	3,899' x 75'	Same	3,503' x 110'	5,000' x 75'
Runway Threshold	N/A	Same	758.4' 773.7'	N/A N/A
Runway Safety Area (RSA)	4,499' x 150'	Same	3,983' x 120'	5,600' X 150'
Runway Lighting Type	MIRL	Same	N/A	MIRL
Runway Protection Zone (RPZ)	500' x 1,000' x 700'	Same	500' x 1,000' x 700'	500' x 1,000' x 700'
Runway Marking Type	NP NP	Same Same	Turf Turf	NP NP
14 CFR Part 77 Approach Category	34:1 34:1	Same Same	20:1 20:1	20:1 20:1
Approach Type	NP NP	Same Same	V V	NP NP
Visibility Minimums	1-Mile 1-Mile	Same Same	V V	1-Mile 1-Mile
Aeronautical Survey Required for Approach	NVGS	Same	NVGS	Same
Runway Departure Surface (DS)	1,000' x 10,200' x 6,466'	Same	N/A	1,000' x 10,200' x 6,466'
Runway Object Free Area (OFA)	4,499' x 500'	Same	3,983' x 400'	5,600' x 500'
Obstacle Free Zone (OFZ)	4,299' x 400'	Same	5,103' x 400'	5,400' x 400'
Threshold Siting Surface (TSS)	400' x 10,000' x 3,800'	Same	250' x 700' x 2,250' x 2,750'	400' x 10,000' x 3,800'
Visual and Instrument NAVAIDS	4-PAPI, REIL 4-PAPI, REIL	Same Same	None None	2-PAPI, REIL 2-PAPI, REIL
Touchdown Zone Elevation (TDZE)	782.90' 763.50'	Same Same	778.0' 778.0'	775.6' 782'
Taxiway Width	35'	Same	N/A	25'
Taxiway Safety Area (TSA)	79'	Same	N/A	49'
Taxiway Object Free Area (TOFA)	131'	Same	N/A	89'
Taxiway Centerline to Parallel Taxiway	105'	Same	N/A	70'
Taxiway Centerline to Fixed/Movable Object	65.5'	Same	N/A	44.5'
Taxiway Lighting	MITL	Same	N/A	MITL
Taxilane Width	35'	Same	N/A	25'
Taxilane Safety Area (TSA)	79'	Same	N/A	49'
Taxilane Object Free Area (TOFA)	115'	Same	N/A	79'
Taxilane Centerline to Parallel Taxiway	97'	Same	N/A	64'
Taxilane Centerline to Fixed/Movable Object	57.5'	Same	N/A	39.5'
Vertical Datum	NAVD88	Same	NAVD88	Same
Horizontal Datum	NAV83	Same	NAV83	Same

SWG = Single Wheel Gear; NP = Non-Precision; V = Visual; MIRL = Medium Intensity Runway Light; MITL = Medium Intensity Taxiway Light; REIL = Runway End Identifier Lights; PAPI = Precision Approach Path Indicator; NVGS = Non-Vertically Guided Survey



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CITY OF CHILLCOTHE, MISSOURI

CHILLCOTHE MUNICIPAL AIRPORT (CHT)

CHILLCOTHE, MISSOURI

PROJECT NO. 19655 TO1  
DRAWN BY: IJW DATE: 05/31/2023  
CHECKED BY: REM DATE: 06/13/2023  
DESIGNED BY: IJW DATE: 05/31/2023  
REVISIONS: DATE: 07/25/2023  
ADDENDUM NO. 1 08/14/2023

TITLE SHEET

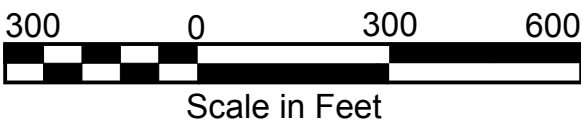
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HORIZONTAL AND VERTICAL CONTROL

- 1 Control Point 1  
N: 1438275.15  
E: 1360708.35  
Elev: 771.72'  
Iron Bar
- 2 Control Point 2  
N: 1438006.90  
E: 1360901.73  
Elev: 769.31'  
Iron Bar

GENERAL NOTES:

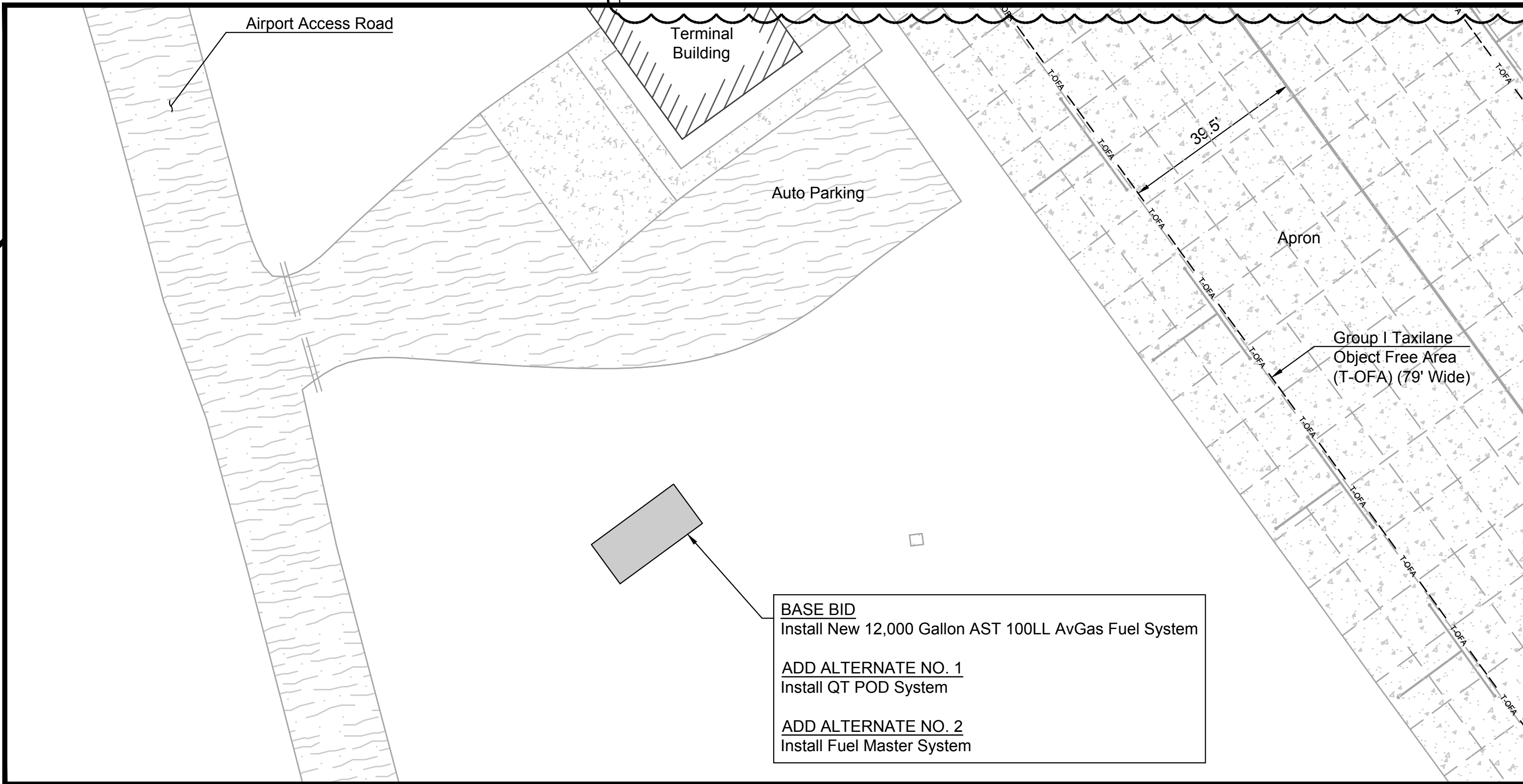
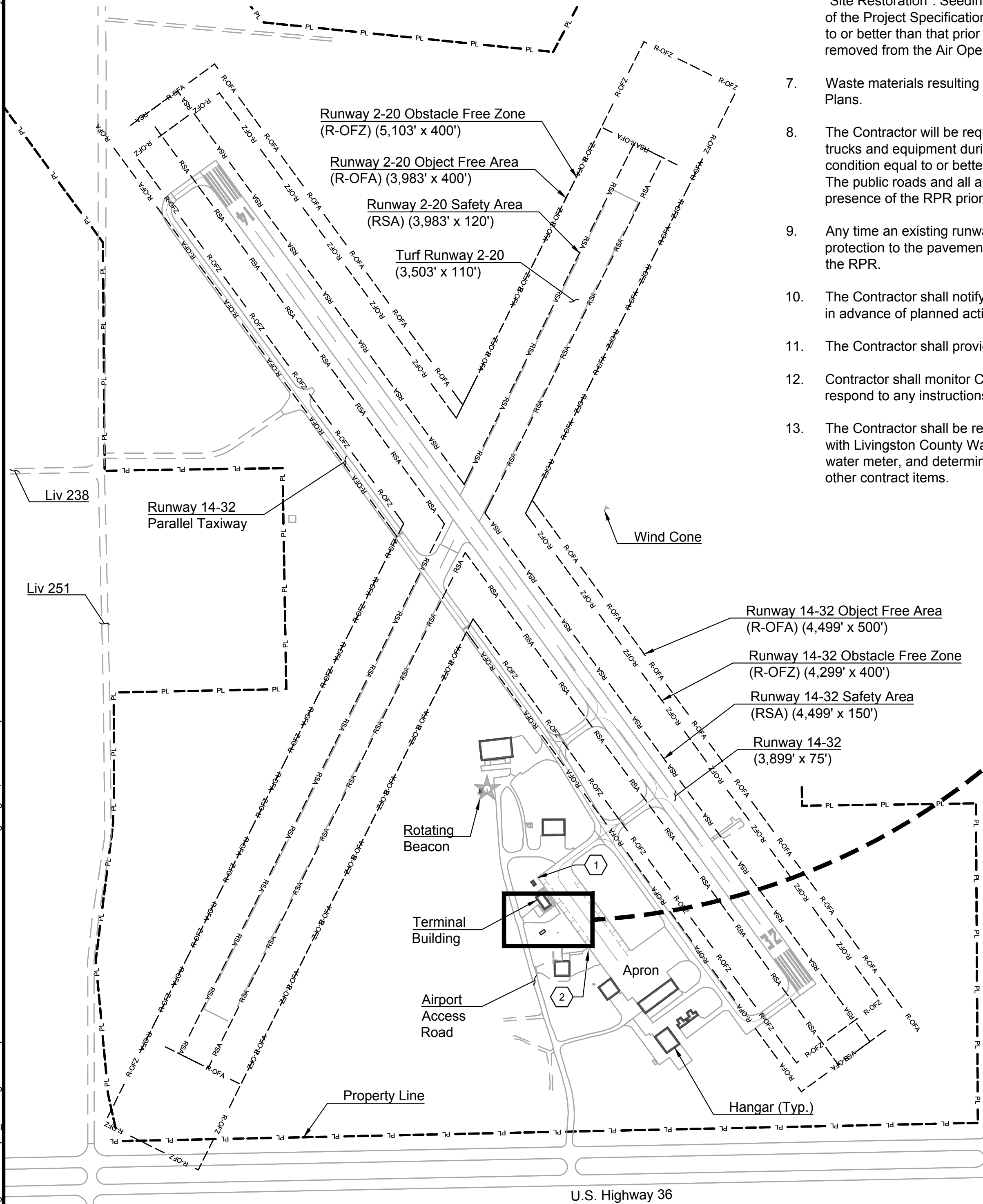
- The existing features shown on these Plans are those noted in the field and those taken from record drawings. This does not guarantee that all features are shown on the Plans. There will be no additional payment to the Contractor due to variations in size, quantity or location of existing features.
- Extreme caution shall be used when working near existing light fixtures, underground electrical ducts, underground electrical cable and any other existing airport fixtures that are to remain. Should damage occur to any of these items, they will be replaced at the Contractor's expense to the satisfaction of the Resident Project Representative (RPR).
- The Contractor shall be responsible for locating any underground utilities prior to beginning construction. Contact Missouri One Call System 1-800-DIG-RITE (1-800-344-7483) or Dial 811. The Contractor shall be responsible for locating all airport owned utilities not marked by the marking service.
- Except for paving equipment, only rubber-tired vehicles under 36,000 lbs GVWR will be allowed on airport pavement surfaces without prior Engineer approval.
- The Contractor shall be responsible for repairing any areas or Airport Facilities damaged by construction vehicles. Repairs shall be adequate to return the damaged area to a condition equal to or better than the condition prior to construction.
- The Contractor shall be responsible for the restoration and seeding of the access road, haul road, or any other areas where damage has occurred due to construction activities. Payment for these activities shall be made under Bid Item "Site Restoration". Seeding and mulching shall be done in accordance with items T-901: Seeding and T-908: Mulching, of the Project Specifications. Seeding and mulching shall be done as needed to restore the area to a condition equal to or better than that prior to the start of construction. All of the Contractor's equipment and materials shall be removed from the Air Operations Area (AOA) prior to reopening the airport.
- Waste materials resulting from this Project shall be disposed of off Airport Property unless shown otherwise on these Plans.
- The Contractor will be required to repair any damage to public and airport haul roads caused by the Contractor's trucks and equipment during the construction of the project. Repairs shall be adequate to return the roads to a condition equal to or better than the condition prior to damage. All repair work shall be at the Contractor's expense. The public roads and all airfield pavements to be crossed or driven on shall be video-recorded by the Contractor in the presence of the RPR prior to construction in order to document their existing condition.
- Any time an existing runway, taxiway or apron pavement is traversed or crossed, the Contractor shall provide protection to the pavement edges. The Contractor will be required to sweep and maintain the pavement as directed by the RPR.
- The Contractor shall notify the Airport of any changes on the approved Safety Plan and CSPP Report at least 72 hours in advance of planned activity for approval and concurrence from the FAA.
- The Contractor shall provide the Airport with the contact information of the Supervisor on site.
- Contractor shall monitor Common Traffic Advisory Frequency (CTAF) 122.80 at all times during construction and shall respond to any instructions from the RPR and/or Airport Personnel immediately.
- The Contractor shall be responsible for obtaining water, as required for completion of the project, and shall coordinate with Livingston County Water District. The Contractor shall call the provider at (660)-646-2215 for pricing, obtaining a water meter, and determining a location for water access. The cost of this work shall be considered subsidiary to other contract items.

SUMMARY OF QUANTITIES					
ITEM NO.	SPEC	ITEM DESCRIPTION	UNIT	QUANTITY	
				ESTIMATED	AS-CONST.
BASE BID					
INSTALL NEW 12,000 GALLON AST 100LL AVGAS FUEL SYSTEM					
1	C-105	Mobilization (NTE 10% of Total Bid Amount)	L.S.	1	
2	TEMP	Temporary Marking, Lighting, and Barricades	L.S.	1	
3	P-101	Site Preparation	L.S.	1	
4	P-620	Surface Preparation, Pavement Marking Removal	S.F.	63	
5	T-901 & T-908	Site Restoration	L.S.	1	
6	FUEL	Construct Concrete Bollard	EA.	29	
7	FUEL	P.C.C. Pavement (4")	S.Y.	40	
8	FUEL	P.C.C. Pavement (6")	S.Y.	42	

SUMMARY OF QUANTITIES					
ITEM NO.	SPEC	ITEM DESCRIPTION	UNIT	QUANTITY	
				ESTIMATED	AS-CONST.
ADD ALTERNATE NO. 1					
INSTALL QT POD SYSTEM					
1	FUEL	12,000 Gallon 100LL AvGas Fuel System (QT Pod)	L.S.	1	

SUMMARY OF QUANTITIES					
ITEM NO.	SPEC	ITEM DESCRIPTION	UNIT	QUANTITY	
				ESTIMATED	AS-CONST.
ADD ALTERNATE NO. 2					
INSTALL FUEL MASTER SYSTEM					
1	FUEL	12,000 Gallon 100LL AvGas Fuel System (Fuel Master)	L.S.	1	

SUMMARY OF QUANTITIES					
ITEM NO.	SPEC	ITEM DESCRIPTION	UNIT	QUANTITY	
				ESTIMATED	AS-CONST.
ADD ALTERNATE NO. 3					
INSTALL PRODUCT RECOVERY VESSEL					
1	FUEL	Supply and Install Product Recovery Vessel	L.S.	1	



GENERAL PROJECT LAYOUT  
Scale: 1" = 20'

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CITY OF CHILLICOTHE, MISSOURI

CHILLICOTHE MUNICIPAL AIRPORT (CHT)

CHILLICOTHE, MISSOURI

PROJECT NO. 19655 TO1

DRAWN BY: IJW DATE: 05/31/2023

CHECKED BY: REM DATE: 06/13/2023

DESIGNED BY: IJW DATE: 05/31/2023

REVISIONS: DATE

ISSUED FOR BID: 07/25/2023

ADDENDUM NO. 1 08/14/2023

GENERAL LAYOUT AND SUMMARY OF QUANTITIES

2

SHEET 2 OF 9



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Drawing Name: C:\pw\_working\lochner-pw-01\0688519655 TO1 - FUEL PLAN.dwg, Aug 14, 2023 - 12:34pm

NOTES:

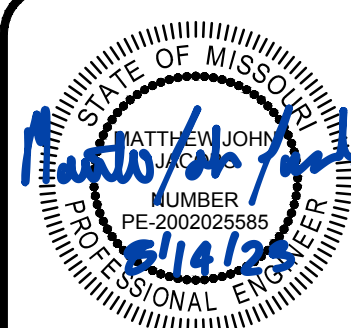
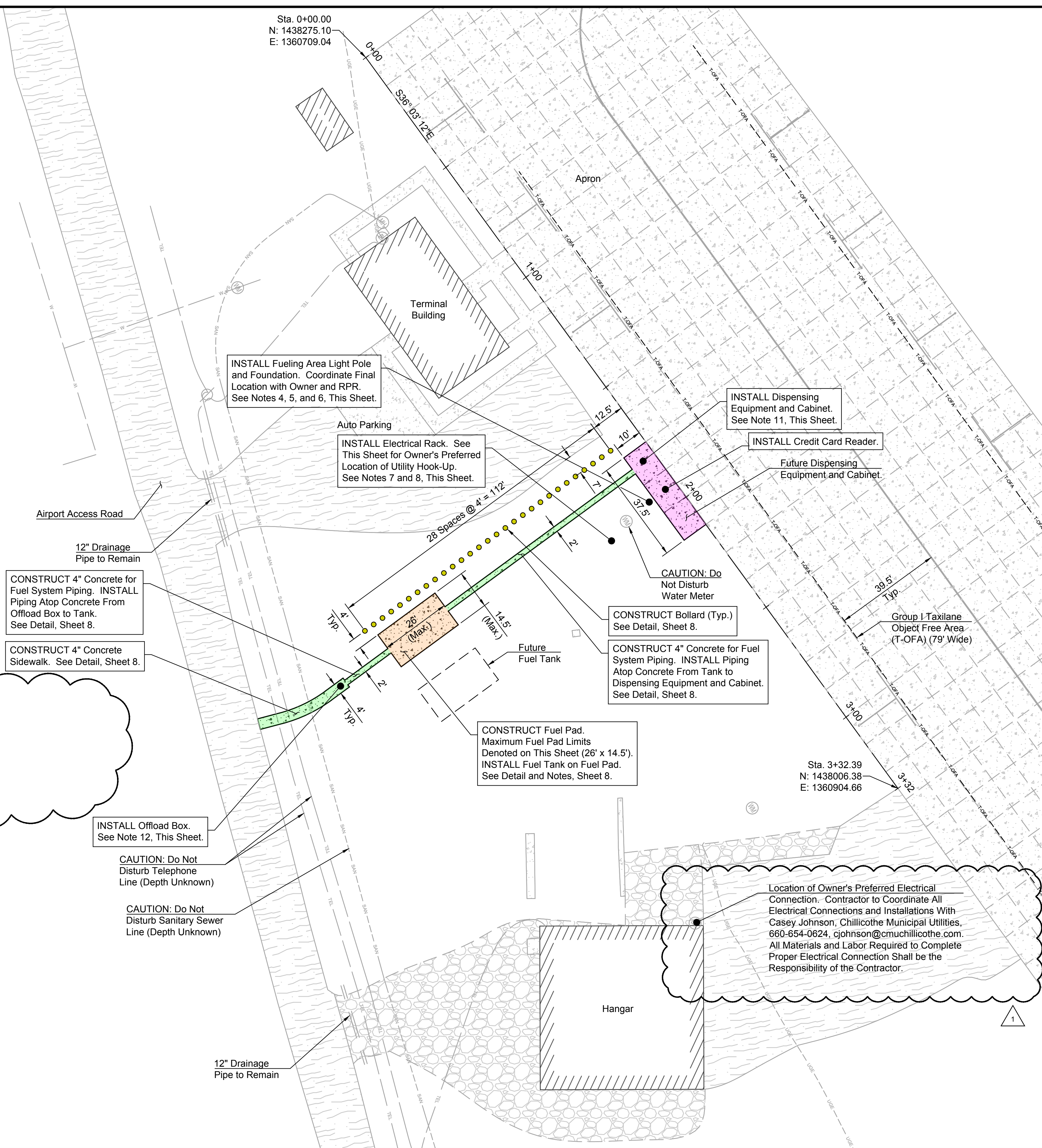
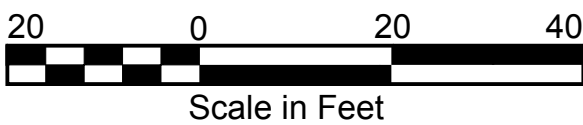
- The intent of the Plans and Specifications are to provide performance-based requirements such that the Contractor can properly complete the final design and provide a turnkey fuel system. Components not explicitly described but required to meet the applicable codes shall be the responsibility of the Contractor.
- The Contractor is responsible for meeting all National, State, and Local code requirements and procuring all necessary permits. Fuel system installation shall be completed in accordance with all applicable NFPA codes, Missouri Department of Agriculture, Division of Weights, Measures, and Consumer Protection Division, Livingston County, and City of Chillicothe fire codes.
- The Geotechnical Report has been provided as an Appendix in the Project Specifications for use in designing the required foundations.
- During the Material Procurement stage, the Contractor must meet the light requirements of a Cooper Gleon-SA2C-740-1-T4W-BK-PR7, or approved equal. Light fixture, light pole, foundation, area illumination plan, and all materials and labor required to procure and install these items shall be considered under Bid Items "12,000 Gallon 100LL AvGas Fuel System (QT Pod)" or "12,000 Gallon 100LL AvGas Fuel System (Fuel Master)", whichever system is applicable per project award. Light shall be installed and orientated such that the light heads are 120° apart to properly illuminate the fueling area.
- During the Material Procurement stage, the Contractor must submit a light pole, light pole foundation, and assembly plan for Engineer approval. Light fixture, light pole, foundation, area illumination plan, and all materials and labor required to procure and install these items shall be considered under Bid Items "12,000 Gallon 100LL AvGas Fuel System (QT Pod)" or "12,000 Gallon 100LL AvGas Fuel System (Fuel Master)", whichever system is applicable per project award.
- During the Material Procurement stage, the Contractor must submit an area illumination plan to the Engineer detailing how the fueling area will be illuminated. Light fixture, light pole, foundation, area illumination plan, and all materials and labor required to procure and install these items shall be considered under Bid Items "12,000 Gallon 100LL AvGas Fuel System (QT Pod)" or "12,000 Gallon 100LL AvGas Fuel System (Fuel Master)", whichever system is applicable per project award.
- The Contractor shall install an electrical rack, meeting the requirements of the fuel system, at the location identified on these Plans or at an approved location as agreed upon by the Owner and the Engineer. The electrical rack may not be located within 10' of the proposed fuel tank or the future fuel tank as identified on this sheet. The electrical rack, any concrete foundation required, any electrical modifications as required, and all materials and labor required to procure and install these items shall be considered under Bid Items "12,000 Gallon 100LL AvGas Fuel System (QT Pod)" or "12,000 Gallon 100LL AvGas Fuel System (Fuel Master)", whichever system is applicable per project award. Electrical rack and panel shall be sized to accomodate future fuel system integration.
- The Contractor shall coordinate all electrical services and connections with Casey Johnson, Chillicothe Municipal Utilities. See callout, this sheet. The fuel system shall operate via cellular service. All materials and labor required to complete the proper utility connections shall be the responsibility of the Contractor.
- See Sheet 9 for pavement joint plan and reinforcement details.
- Grade site and construct Fueling Apron and Fuel Pad to drain away from the Apron and to match the existing topography and drainage paths.
- Dispensing Equipment and Cabinet shall be placed at the location shown on this sheet or at an alternative location determined by the Owner.
- Offload Box shall be placed at the location shown on this sheet.
- Owner prefers two (2) locations for the Emergency Shut Off Switch. Contractor to coordinate locations for Emergency Shut Off Switches with Owner, Engineer, and RPR during construction.
- See Sheet 7 for Station and Offset related to pavement construction.

CONCRETE COMPOSITION NOTE

The concrete shall develop a compressive strength of 4,000 psi in 28 days as determined by test cylinders made in accordance with ASTM C31 and tested in accordance with ASTM C39. The concrete shall contain not less than 564 pounds of cement per cubic yard. The concrete shall contain 5% of entrained air, ±1%, as determined by ASTM C231 and shall have a slump of not more than 4 inches as determined by ASTM C143.

LEGEND

- CONSTRUCT 6" P.C.C. (Concrete Composition Note)
- CONSTRUCT 4" P.C.C. (Concrete Composition Note)
- CONSTRUCT Fuel Pad (See Detail, Sheet 8)
- CONSTRUCT Concrete Bollard (Concrete Composition Note)



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CITY OF CHILLICOTHE, MISSOURI

CHILLICOTHE MUNICIPAL AIRPORT (CHT)

CHILLICOTHE, MISSOURI

PROJECT NO.	19655 TO1
DRAWN BY	IJW
CHECKED BY	REM
DESIGNED BY	IJW
ISSUED FOR BID	07/25/2023
ADDENDUM NO. 1	08/14/2023

PAVING AND FUEL SYSTEM LAYOUT PLAN

6



**CONTRACT DOCUMENTS/SPECIFICATIONS**  
**FOR**  
**CHILLICOTHE MUNICIPAL AIRPORT (CHT)**

**MoDOT Project No. 22-015A-1**

**Base Bid**

**Install New 12,000 Gallon AST 100LL AvGas Fuel System**

**Add Alternate No. 1**

**Install QT Pod System**

**Add Alternate No. 2**

**Install Fuel Master System**

**Add Alternate No. 3 (Added per Addendum No. 1)**

**Install Product Recovery Vessel**

***July 2023***

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**SECTION 1  
NOTICE TO BIDDERS**

**CITY OF CHILLICOTHE, MISSOURI  
CHILLICOTHE MUNICIPAL AIRPORT (CHT)  
State Block Grant Project No. 22-015A-1**

Sealed bids subject to the conditions and provisions presented herein will be received until **11:00 A.M. (CDT), Tuesday, August 22<sup>nd</sup>, 2023**, and then publicly opened and read at **the office of the City Clerk, City Hall, 715 Washington Street, Chillicothe, MO 64061**, for furnishing all labor, materials, equipment and performing all work necessary to:

**Base Bid**

**Install New 12,000 Gallon AST 100LL AvGas Fuel System**

**Add Alternate No. 1**

**Install QT Pod System**

**Add Alternate No. 2**

**Install Fuel Master System**

**Add Alternate No. 3 (Added per Addendum No. 1)**

**Install Product Recovery Vessel**

A **virtual** bid opening is available for all prospective bidders who do not wish to attend the bid opening in-person. The virtual bid opening will be held **via Microsoft Teams**. You are not required to have Microsoft Teams to attend the virtual bid opening as you are able to access the meeting via the online Microsoft Teams program. To receive an invitation to the virtual bid opening, contact **Ian Wright** with Lochner at [iwright@hwlochner.com](mailto:iwright@hwlochner.com).

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

**City Hall  
715 Washington Street  
Chillicothe, MO 64601**

**Lochner  
16105 W. 113<sup>th</sup> Street, Suite 107  
Lenexa, KS 66219**

Drawings, specifications, official bid form, and other related contract information may be ordered online at [www.drexeltech.com](http://www.drexeltech.com) or by contacting Drexel Technologies, Inc. at 10840 W. 86<sup>th</sup> Street, Lenexa, KS 66214, phone (913) 371-4430. Checks shall be made payable to (Drexel Technologies) and mailing costs are the responsibility of the purchaser. Drawings, specifications, official bid form, and addenda, and a plan holders list are available at [www.drexeltech.com](http://www.drexeltech.com) by clicking on "Enter Plan Room."

A **virtual** prebid conference for all prospective bidders will be held **via Microsoft Teams on Tuesday, August 8<sup>th</sup>, 2023 at 10:00 A.M. (CDT)**. You are not required to have Microsoft Teams to attend the prebid conference as you are able to access the meeting via the online Microsoft Teams program. To receive an invitation to the prebid conference, contact **Ian Wright** with Lochner at [iwright@hwlochner.com](mailto:iwright@hwlochner.com). Prospective bidders will have the opportunity to tour the project site. Prior to touring the project site, you must schedule your visit with Toby Calivere, Airport Manager. You can contact Toby via email at [cht@chillicothe-city.org](mailto:cht@chillicothe-city.org) or via phone at (660) 646-5270.

**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.

ITEM NO.	SPEC.	ITEM DESCRIPTION	QTY.	UNIT
<b><u>BASE BID</u></b>				
<b>INSTALL NEW 12,000 GALLON AST 100LL AVGAS FUEL SYSTEM</b>				
1	C-105	Mobilization (NTE 10% of Total Bid Amount)	1	L.S.
2	TEMP	Temporary Marking, Lighting, and Barricades	1	L.S.
3	P-101	Site Preparation	1	L.S.
4	P-620	Surface Preparation, Pavement Marking Removal	63	S.F.
5	T-901 & T-908	Site Restoration	1	L.S.
6	FUEL	Construct Concrete Bollard	29	EA.
7	FUEL	P.C.C. Pavement (4")	40	S.Y.
8	FUEL	P.C.C. Pavement (6")	42	S.Y.

ITEM NO.	SPEC.	ITEM DESCRIPTION	QTY.	UNIT
<b><u>ADD ALTERNATE NO. 1</u></b>				
<b>INSTALL QT POD SYSTEM</b>				
1	FUEL	12,000 Gallon 100LL AvGas Fuel System (QT Pod)	1	L.S.

ITEM NO.	SPEC.	ITEM DESCRIPTION	QTY.	UNIT
<b><u>ADD ALTERNATE NO. 2</u></b>				
<b>INSTALL FUEL MASTER SYSTEM</b>				
1	FUEL	12,000 Gallon 100LL AvGas Fuel System (Fuel Master)	1	L.S.

ITEM NO.	SPEC.	ITEM DESCRIPTION	QTY.	UNIT
<b><u>ADD ALTERNATE NO. 3 (ADDED PER ADDENDUM NO. 1)</u></b>				
<b>INSTALL PRODUCT RECOVERY VESSEL</b>				
1	FUEL	Supply and Install Product Recovery Vessel	1	L.S.

**Contract Time.** The owner has established a contract performance time of **one hundred fifty (150) calendar days** for submittals and material procurement from the date of the Notice-to-Proceed for **PROCUREMENT**. The owner has established a contract performance time of **ninety (90) calendar days** for all construction activities from the date of the Notice-to-Proceed for **CONSTRUCTION**. All project work shall be substantially completed within the stated timeframe. This project is subject to liquidated damages as prescribed in the project manual. **Shifting of contract time between phases will not be permitted.**



**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 the **City of Chillicothe, 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 the **City of Chillicothe, Missouri** for a period not to exceed **ninety (90) 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. The right is reserved, as the **City of Chillicothe, Missouri** may require, to reject any and all bids and to waive any informality in the bids received.

**(Added per Addendum No. 1)** The Owner reserves the right to select any one of the combinations of the base bid(s) and alternate bid(s), which in the judgement of the owner, best serves the Owner's interests. Project award scenarios being evaluated by the Owner are as follows:

**Base Bid + Add Alternate No. 1**

**Base Bid + Add Alternate No. 2**

**Base Bid + Add Alternate No. 1 + Add Alternate No. 3**

**Base Bid + Add Alternate No. 2 + Add Alternate No. 3**

Award of contract is contingent upon the owner receiving Federal-funding assistance under the State Block Grant Program.

#### **Notice-To-Proceed**

It is the intent of the Owner to issue the Notice-To-Proceed (NTP) as soon as practical after the Award of Contract. The anticipated NTP date for **PROCUREMENT** is immediately upon receiving approval from MoDOT. The anticipated early NTP date for **CONSTRUCTION** is **March 2024** and the anticipated late NTP date for **CONSTRUCTION** is **May 2024**.

**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:** The Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth within the supplementary provisions. The successful Bidder shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin.

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

1. The Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth within the supplementary provisions.
2. The goals and timetables for minority and female participation, expressed in percentage terms for the contractor's aggregate workforce in each trade on all construction work in the covered area, are as follows:

#### **Timetables**

Goals for minority participation for each trade: **10.0% (Livingston County)**

Goals for female participation in each trade: **6.9%.**

These goals are applicable to all of the contractor's construction work (whether or not it is Federal or federally-assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor is also subject to the goals for both its federally involved and non-federally involved construction.

The contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs (OFCCP) within 10 working days of award of any construction subcontract in excess of \$10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address, and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this notice and in the contract resulting from this solicitation, the "covered area" is the **Chillicothe Municipal Airport, City of Chillicothe, Livingston County, Missouri.**

**Certification of Nonsegregated Facilities – 41 CFR Part 60:** A certification of Nonsegregated Facilities must be submitted prior to the award of a federally-assisted construction contract exceeding \$10,000 which is not exempt from the provisions of the Equal Opportunity Clause.

Contractors receiving federally assisted construction contract awards exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity Clause will be required to provide for the forwarding of the notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed \$10,000 and are not exempt from the provisions of the Equal Opportunity Clause. The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.

**Disadvantaged Business Enterprise – 49 CFR Part 26:** The requirements of 49 CFR Part 26, Regulations of the U.S. Department of Transportation, apply to this contract. It is the policy of MoDOT and the **City of Chillicothe** to practice nondiscrimination based on race, color, sex or national origin in the award or performance of this contract. All firms qualifying under this solicitation are encouraged to submit bids/proposals regardless of their business size or ownership. Awards of this contract will be conditioned upon satisfying the requirements of this section. These requirements apply to all bidders, including those who qualify as a DBE. The owner's award of this contract is condition upon the bidder satisfying the good faith effort requirements of 49 CFR §26.53. A DBE contract goal of **0.00** percent has been established for this contract. The non-DBE bidder shall subcontract **0.00** percent of the dollar value of the base bid(s), excluding any additive alternates, to disadvantaged business enterprises (DBE) or make good faith efforts to meet the DBE contract goal. The bidder and any subcontractor who qualifies as a DBE who subcontracts work to another non-DBE firm must subtract the amount of the non-DBE contract from the total DBE work counted toward the goal, as defined in 49 CFR Part 26.55. **The DBE Goal is applicable to the Base Bid and Add Alternate portion of the project.**

The apparent successful competitor will be required to submit the following information as a condition of bid responsiveness: (1) the names and addresses of DBE firms that will participate in the contract; (2) a description of the work that each DBE firm will perform; (3) the dollar amount of the participation of each DBE firm participating; (4) written statement from bidder that attests their commitment to use the DBE firm(s) listed under (1) above to meet the owner's project goal; and (5) if the contract goal is not met, evidence of good faith efforts undertaken by the bidder, as described in Appendix A to 49 CFR Part 26.

The apparent successful competitor must provide written confirmation of participation from each of the DBE firms listed in their commitment with the proposal documents as a condition of bid responsiveness.



**Davis-Bacon Act, as amended – 29 CFR Part 5:** The Contractor is required to comply with wage and labor provisions and to pay minimum wages in accordance with the current schedule of wage rates established by the United States Department of Labor included in the supplementary provisions.

In addition, the contractor will also 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.

The highest rate between the two (Federal and State) for each job classification shall be considered the prevailing wage.

**Debarment, Suspension, Ineligibility and Voluntary Exclusion – 49 CFR Part 29:** The bidder certifies, by submission of a proposal or acceptance of a contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

**Foreign Trade Restriction – 49 CFR Part 30:** The Bidder and Bidder's subcontractors, by submission of an offer and/or execution of a contract, is required to certify that it:

- a. 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);
- b. 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 on said list, or is owned or controlled directly or indirectly by one or more citizens or nationals of a foreign country on said list; or
- c. has not procured any product nor subcontracted for the supply of any product for use on the project that is produced in a foreign country on said list.

**Buy American Certificate – Aviation Safety and Capacity Act of 1990:** This contract is subject to the "Buy American Preferences" of the Aviation Safety and Capacity Act of 1990. Prospective Bidders are required to certify that steel and manufactured products have been produced in the United States and to clearly identify those items produced or manufactured outside of the United States.

**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 **Official Bid Form provided separate from the bound project manual**. Bidders must supply all required information prior to the time of bid opening.

**Submittal of Proposals**

Additional information and instructions for submittal of a proposal are provided within the Instructions-to-Bidders.

## SECTION 13

### LOCHNER MODIFICATION

#### ITEM FUEL

#### FUEL STORAGE AND DELIVERY SYSTEM

##### **General Information**

This specification covers the procurement, manufacture, shipping off-loading, placement and performance specifications of a fueling system for Chillicothe Municipal Airport in Chillicothe, Missouri. The fueling system shall consist of One (1) 12,000 Gallon UL2085 Double Wall Avgas Fueling System. The containment pan shall include a closeable ball valve and piping to the low point of the containment pan for draining product and water from the pan. The valve shall remain closed, except for draining the pan. The containment pan shall be large enough to contain the approximate amount of fuel in the piping and equipment of the pumping skid.

The fueling system shall include all the necessary pumps, valves and components to provide an operational system in accordance with industry standards for aviation fueling and comply with federal, state and local codes. These specifications are minimum standards and the engineer may consider approved equals. Price shall include all fees, permits, training and inspections required for the fueling systems to be operational. All equipment provided for this system shall be new, no used or refurbished equipment shall be permitted.

1. **Submittals:** The manufacturer of the fueling systems shall provide comprehensive submittals and gain approval of the submittals before fabrication of the fueling system. Submittals shall be submitted within 28 days after the Award of Contract by the successful bidder.
2. **Scope of Work:** The fueling system project at the airport will consist of:
  - a. **Jet Bulk System** - 12,000 Gallon UL2085 Double Wall Tank for the storage of 100 LL Avgas with a pumping system capable of off-loading transports at 200 GPM through filtration and overwing fuel aircraft at 20-30 GPM.
  - b. **NOTE:** See drawings for the location of the off-load box and the fueling cabinet.
3. The Site Contractor will be responsible to off-load the new tanks and anchor the tanks into place at the site per manufacturers or engineer's specifications.
4. Proper and complete installation will conform to the manufacturer's specifications and checklist.
5. The Contractor responsible for the construction of the fuel system must complete an "Annual Financial Responsibility for Manufacturers and Installers Form" prior to construction commencing. This form can be found at <https://agriculture.mo.gov/weights/>



## **Industry Standards**

1. The following Industry standards are listed for reference and shall govern all applicable aspects of this project. Should conflicts between standards arise, bidders shall apply the standard which is most stringent or restrictive:
  - a. Petroleum Equipment Installation Institute (PEI)
    - i. Publication RP 200
    - ii. Publication RP 300
  - b. American Petroleum Institute (API)
    - i. API Publication 1500, Storage and Handling of Aviation Fuels at Airports
    - ii. API Publication 1529, Aviation Fueling Hose
    - iii. API Publication 1542, Airport Marking for Fuel Identification
    - iv. API Publication 1581, Specifications and Qualification Procedures for Aviation Jet Fuel Filter/Separator
    - v. API Publication 1540, Design, Construction, Operation and Maintenance of Aviation Fueling Facilities.
  - c. Underwriters Laboratories, Inc. (UL)
    - i. UL 142, Steel Aboveground Tanks for Flammable and Combustible Liquids.
  - d. National Fire Protection Association (NFPA)
    - i. NFPA 30, Flammable and Combustible Liquids Code
    - ii. NFPA 70, National Electric Code (NEC).
    - iii. NFPA 407, Standard for Aircraft Fuel Servicing.
  - e. Air Transportation Association (ATA)
    - i. Specification 103, Standards for Jet Fuel Quality Control at Airports.
  - f. Federal Aviation Administration (FAA)
    - i. Advisory Circular 150/5230-4 – Aircraft Fuel Storage.
  - g. Applicable State of Missouri Codes shall apply.
  - h. System and installation shall comply with the requirements of the Missouri Department of Agriculture, Division of Weights, Measures and Consumer Protection.

## **Qualifications**

1. The contractor or subcontractor shall be required to provide documentation and/or references stating that they are regularly engaged in projects similar to this and that all firms used by the bidder, including the bidders' own employees, contractor or subsidiary firms, that are associated with the fueling portion of this project certify that they are regularly engaged in the production and installation of such fuel storage tank systems for the past four (4) years. Furthermore, the bidder will have completed at least 3 similar aviation projects in the past two (2) years and be familiar with the aviation standards governing this project. Suitable references of three (3) similar projects shall be submitted upon request. The owner has the right to reject any and all bids. The system shall be manufactured at the factory and shipped complete to the site by a company that engages in this type of business on a regular basis.
2. The bidder shall be a recognized professional firm among his peers.
3. The bidder, upon request, must clearly demonstrate it has the financial capacity to manage the project and has maintained a strong financial performance for the past three (3) years.

## **Submittals**

1. Within 28 days of Award of the Contract, bidder shall submit the following submittals for all of the major components of the fueling system, including:
  - a. Tank Manufacturers technical data: including tank drawing.
  - b. Shop / Fabrication Drawings including the following for each tank:
    - i. General Arrangement Drawings, Including Tank and Pumping Systems
    - ii. Piping Schematic
    - iii. Electrical Schematic – Including an electrical conduit plan.
    - iv. Detailed Bill of Material
    - v. Concrete fuel pad design schematic and plan
      1. Shall be sealed by a Structural Engineer in the State of Missouri
    - vi. Overhead light schematic and plan
      1. Shall include light (as described on Project Plans), light pole, foundation, and illumination plan
  - c. Proposed Project Schedule, including (as a minimum) milestone dates for the following:
    - i. Notice to Proceed for Site Work
    - ii. Mobilization
    - iii. Delivery of Fuel Storage Systems
    - iv. Installation of Fuel Storage and Delivery System and Associated Piping
    - v. System Testing
    - vi. System Start-up and Commissioning

## **Tank Specifications**

Tanks shall be UL2085 labeled, manufactured by a member in good standing with Steel Tank Institute.

All openings shall be made above the normal maximum liquid level in accordance with UL standards.

1. **Avgas 100LL Tank:** One (1) 12,000 Gallon UL2085 Double Wall, 10-foot diameter tank meeting the requirements of NFPA 30. Tank shall include the following:
  - a. Cylindrical Steel Construction conforming to UL142 for horizontal atmospheric aviation fuel storage tanks.
  - b. All openings shall be above the normal maximum liquid level of the tank.
  - c. Tank shall be mounted on UL approved steel saddles welded to the tank.
  - d. Tank exterior shall be painted carbon steel.
  - e. The exterior surface of the tank shall be factory sand blasted free of any surface oxidation.
  - f. The exterior of the tank shall be coated with an epoxy primer.
  - g. The exterior of the tank shall be painted white with a polyurethane paint with a thickness of 10 to 12 mils.
  - h. Interstitial space shall be provided and have an emergency vent per NFPA 30. The interstitial space will be monitored by a float operated gauge.
  - i. Tank shall have lifting lugs for off-loading the tank onto the concrete pad.
  - j. Interior of the tank shall be butt-welded and ground smooth 12 inches on both sides of the bottom center line of the tank. “Lap” welds on primary (internal) tank are prohibited.



- k. Tank interior shall be epoxy coated. The inner tank shall be sand blasted and clean and dry before internally epoxy coating the tank and the epoxy coating shall be applied to mil Specification ML-C-4556-D and shall be a two (2) coat system and the dry film thickness shall be 5 to 7 mils. Final coat shall be white or near white.
- l. The Internally Epoxy Coating shall be:
  - a. Amercoat 395
  - b. Tnemec 61
  - c. Approved Equal
- m. Tank shall have an OSHA compliant side mounted ladder and platform. The platform and ladder shall be galvanized or painted safety yellow to allow access platform will “straddle” the manway for access to the manway, pull to test cable and a stick port opening.
- n. All painting shall be factory applied. No field painting is permitted, except for required touchup painting.

### **Tank Slope and Anchoring**

- 1. The tank support system shall be fabricated with slope to the rear of the tank. The concrete pad will be slightly sloped to the rear so the tanks need to be sloped to the rear for a net slope to the rear of 2%. **Tank interstitial monitoring, tank sump and water removal systems shall be located at the rear of the tank.**
- 2. Tank shall be anchored to the concrete bases in accordance with the tank manufactures specifications and according to local seismic codes at the project location.
- 3. Tank shall be electrically grounded per local electrical codes.

### **1. Avgas Tank Equipment:**

- a. Suction Piping:
  - i. The primary storage tank will be outfitted with a 3” suction pipe properly sized for the require flow rate and pump capacity. The suction piping will terminate approximately 6” from the bottom of the tank.
- b. Tank Gauging and Alarm:
  - i. Tank gauges shall be placed as close as possible to the centerline of the tank
  - ii. Tank gauge shall be ground readable in feet and inches.
  - iii. Tank gauging shall include an audible alarm that will sound at 90% capacity of the tank. Tank alarm shall be mounted close to the transport off-load connection, in view of the transport off-load area and shall be audible in the transport off-load area.
- c. Tank Overfill Protection:
  - i. Tank shall be outfitted with overfill protection that will provide a non-shocking fail-safe positive shut-off the flow of product into the tank at 95% capacity.
  - ii. Overfill protection will utilize a float device to positively shut-off the flow into the tank.

- d. Tank Fill Piping:
  - i. The tank shall have a 3" off-load connection, 3" butterfly valve and 3" cast steel swing check valve. Top or splash filling of the tank will not be allowed.
  - ii. The fill piping will include a drop tube that will terminate within 6" of the bottom of the tank and terminate with a diffuser.
- e. Emergency Vent Primary and Secondary (interstitial) Tank:
  - i. Tank will be outfitted with an emergency vent for the primary tank in accordance with NFPA 30.
  - ii. Tank will be outfitted with an emergency vent for the secondary tank in accordance with NFPA 30
- f. Operating Vent:
  - i. Avgas Tank shall be outfitted with a 3" Pressure / Vacuum Vent. Operating vents shall be a minimum of 12' above grade and a minimum of 24" above the tank top.
- g. Tank Openings:
  - i. Tank will be outfitted with two (2) 24" manways.
- h. Interstitial Opening:
  - i. Interstitial space shall be provided and have an emergency vent per NFPA 30.
  - ii. Interstitial Space shall be monitored by a float gauge.
- i. Tank Fittings:
  - i. Tank shall be outfitted with the proper number of openings plus two additional 4" opening for future use. One 4" opening could be utilized for electronic tank gauging, so both openings can't be above the floating suction and as close to the center of the tank as possible. Additional opening shall be as close to the midpoint of the tank as possible and capped for future use.
- j. Tank Sump
  - i. Tank will have hand pump, mounted at the rear of the tank, anti-siphon valve, and the piping shall enter the top of tank on the centerline of the tank and shall terminate within 1" of the bottom of the tank. Hand pump shall be mounted on a bracket at the rear of the tank and shall be located approximately 40" from the ground level for operation at ground level. The drain shall terminate approximately 12" from grade at the rear of the tank. Piping shall be stainless steel.
- k. Tank Testing
  - i. Tank shall be pressure tested at the factory in accordance with UL142.
  - ii. Tank shall be field tested for tank tightness, after the installation of the tank at the airport.
- l. Anti-Siphon:
  - i. Tank shall have a means to prevent the release of liquid from the tank by siphon flow on the primary suction piping.
- m. Manual Gauge Port:
  - i. Tank shall have a 2" water-tight gauge port located near the center of the tank, accessible from the maintenance platform, for manually "sticking" the tank to determine the level of product in the tank. Contractor will provide a calibrated gauge stick and strapping chart for the tank.

- n. Vapor Recovery:
  - i. The storage tank shall be provided with stage 1 vapor recovery and will include vapor adaptor and cap. Vapor recovery connection at the tank shall be through the top of the tank.
  - ii. Vapor recovery connection shall be within the spill containment pan area.
- o. Fusible Link Emergency Fire Valve:
  - i. In Accordance with NFPA 407, a Fusible link valve shall in the suction piping at the head of the tank, it shall close when it senses temperatures in excess of 165 degrees.

### **Pumping System**

- 1. **Avgas System** – As per NFPA 407 piping valves and fittings shall be of metal suitable for aviation fuel service and designed for working pressure and mechanically and thermally produced structural stresses to which they could be subjected. Cast iron, copper, copper alloy and galvanized steel piping, valves and fittings shall not be permitted. Fueling system butterfly 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 and viton seals.

All electrical, wiring and grounding shall be of a type specified by, and installed in accordance with NFPA 70. All fuel facility control boxes, wiring components, motors, starters and electrical equipment located in the hazardous area shall be explosion proof. All electrical components shall be rated Class 1 Division 1.

a. **Pumping System:** The fueling system with a porch and rainshield with a drainable containment pan, will be designed with the off-load connection and vapor recovery connection within the containment pan area. The pumping system will be designed to off-load transports at approximately 200-240 GPM, through filtration and overwing fuel aircraft at 20-30 GPM. The system will also be capable of re-circulating product at approximately 200 GPM. The system will incorporate the following equipment:

- i. Centrifugal Pump with a **5 HP 1 phase** explosion proof motor and explosion proof starter. Pump and motor shall be base mounted and the base shall be welded to the frame in the cabinet. Base shall be welded steel channels or I-Beams. Motor shall incorporate an internal heater.
- ii. Motor Starter – Explosion proof starter box with appropriate sized motor starter.
- iii. Pump Motor – Pump motor shall be Class I Division I Group D explosion proof motors, 208-230 Volt single (1) Phase, 60 Hertz. Motor shall be appropriately sized for the pumping requirements of the system.



- iv. Filtration – 200-240 GPM filter separator with Class-C coalescer / separator filter elements, externally testable water defense (Gammons 1cc, Crown Products or approved equal), piston style differential pressure gauge, air eliminator, pressure relief, and 3/4” spring load drain valve. Stainless Steel drain lines and Stainless-Steel lockable ball valve will be routed to edge of the containment pan for draining into Stainless Steel buckets.
- v. Filter Vessel – Filter vessel shall be a 6<sup>th</sup> edition filter separator with coalesce / separator filters. Filter vessel shall be internally epoxy coated. Filter vessel shall be an ASME code vessel and have 150# flanges and a pressure relief set at 125 PSI. Filter vessel shall be manufactured by Facet or Velcon. All air eliminator and pressure relief lines will be Stainless Steel and plumbed back to the tank.
- vi. Spare Elements – Provide one set of spare elements to be changed after flushing the system.
- vii. Static Relaxation Vessel – Static relaxation vessel shall be internally epoxy coated. Filter Vessel shall be an ASME code vessel and have 150# flanges, air eliminator and a pressure relief set at 125 PSI. Air Eliminator and Pressure relief shall be piped back into the tank. Stainless Steel drain lines will be routed to edge of the containment pan for draining into Stainless Steel buckets.
- viii. Off-Load Connection – 3” off-load connection including 3” camlock adapter and lockable aluminum dust cover, 3” quick closing butterfly valve, 3” top cleanout 40 mesh stainless steel strainer.
- ix. Stage 1 Vapor Recovery – Stage 1 vapor recovery with a 3” vapor recovery connection, lockable cap, quick closing butterfly valve, with a vapor recovery line piped back into top of tank.
- x. 15 Gallon Product Recovery Tank - Product Recovery Tank shall be self-contained and utilized to separate water and particulate from the fuel. It shall be piped with stainless steel piping to allow draining of the water and particulate into a waste bucket. The product recovery system will be piped through sump suction and filtered before returning to tank. The product recovery system will incorporate a stainless-steel lockable valve on the return line to prevent water and particulate from being released into pump suction.
- xi. Electric Rewind Hose Reel with 1” x 75’ of API-1529 hose and an OPW 295 SAC overwing nozzle.
- xii. Spring rewind grounding reel 80 feet of coated steel cable and military style clamp. The grounding reel shall be bonded to the pumping cabinet. Cable shall have a ball stop installed next to the clamp.
- xiii. Positive Displacement Meter with “1/10th Gallons” register, non-resettable totalizer, pulsar and two stage pre-set valve.
- xiv. Valves: Valves in the fill and suction piping at the tank head shall be API 607 fire rated valves as well as fire resistant gaskets.

## **Piping**

1. Piping shall be Schedule 10, 304 Stainless Steel with 304 Stainless Steel 150 # Flanges.
2. Piping shall be air pressure tested at 90 PSI for 30 minutes.
3. All piping 2" and greater shall be welded.
4. Piping less than 2" in diameter can be threaded or welded. Minimal threaded pipe shall be utilized in the construction of the fueling system.
5. Product piping shall include a low point drain to drain product from the piping.
6. All necessary pressure relief to prevent pressure buildup from pump pressure or thermal expansion, shall be included.

## **CC System**

1. Provide a fuel management system to allow 24-hour self-service fueling of the Avgas system. The fuel management system shall include one credit card terminal to be located as shown on the Contract Drawings. The Credit card system for the avgas system will be upgraded to control both the avgas and for future jet self-serve sales. The Contractor will provide either a AT M4000 POD or a Fuelmaster System. Either system shall have a High Visibility Display. The contractor will also confirm and upgrade the unit as necessary to control the two systems. The system shall operate via cellular service.

## **System Testing**

1. Pressure Testing – All product piping shall be pressure tested with air at 90 PSI for a minimum of 30 minutes. Test results shall be submitted to the Engineer.
2. Tank shall be factory tested per UL standards for aboveground storage tanks.
3. The avgas systems shall be flushed with the installed pumps to remove any construction debris, using fuel identical to the tank's intended contents.
4. Comply with all State of Missouri and the Missouri Department of Agriculture, Division of Weights, Measures and Consumer Protection testing requirements.

## **Signs and Markings**

1. Product Piping: All product piping shall be clearly marked as to the type of product and the direction of flow.
2. Arrows – Product piping shall be labeled with the appropriate flow arrows.
3. An engraved placard shall be created and installed in the fueling area outlining specific instructions on:
  - a. The proper procedure for off-loading transports, including proper valve selection.
  - b. The proper procedure and valve placement for re-circulation fuel.
  - c. The proper procedure for fueling directly into aircraft.
  - d. Signage with emergency contact, airport manager, and fire department.
  - e. Any other decals or signage required by the State of Missouri and the Missouri Department of Agriculture, Division of Weights, Measures and Consumer Protection.

## **Decals**

1. The tank shall be appropriately decaled on all sides, according to the product stored (Avgas) and marked with all safety decals and shall be in accordance with the Fire Marshall's requirements and the requirements or NFPA.
2. Tank shall be labeled with the appropriate UL labels, UL number, date of manufacture, model number, capacity and fabricator of the tank.
3. All other decals required by the State of Missouri and the Missouri Department of Agriculture, Division of Weights, Measures and Consumer Protection.

## **Fire Extinguisher**

Provide one (1) 20lb - 40 B:C Fire Extinguisher, mounted at a location within 20 feet of the tank. Fire Extinguisher shall be easily accessed in case of a fire and shall be protected from the weather with a cover. Fire extinguisher shall be UL listed.

## **Installation and Start-up**

The manufacturer of the fueling system to have a factory trained representative on site to instruct the owner(s) on the operation of the fueling system. The technician shall be on-site for the arrival and off-loading of the first load of fuel into the tank to ensure there are no leaks or issues during this operation. The contractor is responsible to have the meters will be calibrated for retail use by the Missouri Department of Agriculture, Division of Weights, Measures and Consumer Protection.

### **Warranty Period**

The tank, pumping system and all other components shall have a warranty for a period of one (1) year after start-up. The one (1) year warranty period shall not commence until the system is installed, tested, certified by the Missouri Department of Agriculture, Division of Weights, Measures and Consumer Protection, and accepted by the owner. Tank shall carry a 30-year warranty.

### **Operation and Maintenance Manuals**

The contractor shall provide one (1) hard copy of the operation and maintenance manual and two (2) copies loaded onto “jump stick/drives”. The Operation and Maintenance Manuals shall have a list of all equipment and materials used in the manufacturer of the fueling system, including the General Arrangement, Piping Schematic and Electrical Schematic drawings for the new fueling system.

### **Spill Containment Kit**

Supply and install a spill containment kit (approximately 95 Gallon Size - similar to a ENPAC 95 Gallon Spill Kit Universal) or approved equal.

### **Product Recovery Vessel (*Added per Addendum No. 1*)**

Add an additional 15-20 Gallon product recovery vessel back by the offload connection to pump sumped fuel from a transport directly back into the tank. The product recovery vessel shall be equipped with an electric pump and small filter. Piping back to the tank shall have an inline swing check valve and lockable ball valve and the piping shall be stainless steel. This item shall only be supplied and installed if Add Alternate No. 3 is awarded.

### **Ladder and Mount (*Added per Addendum No. 1*)**

Supply a 4-foot fiberglass A-Frame step ladder to the Owner. Supply and install a mount for the ladder such that the ladder isn't stored by laying on the ground or against fueling equipment.



**PROPOSAL FORM**  
**CITY OF CHILLICOTHE, MISSOURI**  
**CHILLICOTHE MUNICIPAL AIRPORT (CHT)**  
State Block Grant Project No. 22-015A-1

TO: City Clerk, City of Chillicothe

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

**Base Bid**

**Install New 12,000 Gallon AST 100LL AvGas Fuel System**

**Add Alternate No. 1**

**Install QT Pod System**

**Add Alternate No. 2**

**Install Fuel Master System**

**Add Alternate No. 3 (Added per Addendum No. 1)**

**Install Product Recovery Vessel**

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

BID ITEM	FAA or MoDOT SPEC.	ITEM DESCRIPTION	APPROX. QTY. AND UNITS	UNIT PRICE		EXTENSION	
				DOLLARS	CTS	DOLLARS	CTS
BASE BID							
INSTALL NEW 12,000 GALLON AST 100LL AVGAS FUEL SYSTEM							
1	C-105	Mobilization (NTE 10% of Total Bid Amount)	1 L.S.				
2	TEMP	Temporary Marking, Lighting, and Barricades	1 L.S.				
3	P-101	Site Preparation	1 L.S.				
4	P-620	Surface Preparation, Pavement Marking Removal	63 S.F.				
5	T-901 & T-908	Site Restoration	1 L.S.				
6	FUEL	Construct Concrete Bollard	29 EA.				
7	FUEL	P.C.C. Pavement (4")	40 S.Y.				
8	FUEL	P.C.C. Pavement (6")	42 S.Y.				
BASE BID TOTAL							

BID ITEM	FAA or MoDOT SPEC.	ITEM DESCRIPTION	APPROX. QTY. AND UNITS	UNIT PRICE		EXTENSION	
				DOLLARS	CTS	DOLLARS	CTS
ADD ALTERNATE NO. 1							
INSTALL QT POD SYSTEM							
1	FUEL	12,000 Gallon 100LL AvGas Fuel System (QT Pod)	1 L.S.				
ADD ALTERNATE NO. 1 TOTAL							

BID ITEM	FAA or MoDOT SPEC.	ITEM DESCRIPTION	APPROX. QTY. AND UNITS	UNIT PRICE		EXTENSION	
				DOLLARS	CTS	DOLLARS	CTS
ADD ALTERNATE NO. 2							
INSTALL FUEL MASTER SYSTEM							
1	FUEL	12,000 Gallon 100LL AvGas Fuel System (Fuel Master)	1 L.S.				
ADD ALTERNATE NO. 2 TOTAL							
BID ITEM	FAA or MoDOT SPEC.	ITEM DESCRIPTION	APPROX. QTY. AND UNITS	UNIT PRICE		EXTENSION	
				DOLLARS	CTS	DOLLARS	CTS
ADD ALTERNATE NO. 3 (ADDED PER ADDENDUM NO. 1)							
INSTALL PRODUCT RECOVERY VESSEL							
1	FUEL	Supply and Install Product Recovery Vessel	1 L.S.				
ADD ALTERNATE NO. 3 TOTAL							
BASE BID + ADD ALTERNATE NO. 1 TOTAL							
BASE BID + ADD ALTERNATE NO. 2 TOTAL							
BASE BID + ADD ALTERNATE NO. 1 + ADD ALTERNATE NO. 3 TOTAL (Added per Addendum No. 1)							
BASE BID + ADD ALTERNATE NO. 2 + ADD ALTERNATE NO. 3 TOTAL (Added per Addendum No. 1)							

#### **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 **ninety (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 fifteen (15) days from the date of contract execution. The undersigned accepts that failure to execute the contract and provide the required bonds within the stated timeframe shall result in forfeiture of the bid guaranty to the owner as a liquidated damage.

- g. Time of Performance: By submittal of this proposal, the undersigned acknowledges and agrees to commence work within ten (10) calendar days of the date specified in the written "Notice to Proceed" as issued by the OWNER. The undersigned further agrees to complete the Project within **one hundred fifty (150) calendar days** for submittals and material procurement from the date of the Notice-to-Proceed for **PROCUREMENT** and within **ninety (90) calendar days** for all construction activities from the date of the Notice-to-Proceed for **CONSTRUCTION**. All project work shall be substantially completed within the stated timeframe.. **Shifting of contract time between phases will not be permitted.**
- 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 **one thousand seven hundred dollars (\$1,700)** 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 **0.00** percent of the dollar value of the prime contract to DBE firms or make good faith efforts to meet the DBE contract goal. In addition, the prime contractor will include the DBE clauses (see Supplementary Provision No. 6 of the Federal and State Provisions) required by the DBE Program adopted by MoDOT and the Sponsor in all contracts and subcontracts relating to this project. The undersigned will complete the DBE Participation information included herein when a DBE goal has been established, including a demonstration of good faith efforts if the DBE goal is not met. If the undersigned prime contractor is a MoDOT certified DBE firm, then the prime contractor must perform at least thirty percent (30%) of the total contract value work with its own forces, and will receive DBE credit for all work which the prime contractor and any other MoDOT certified DBE firm performs directly.
- j. The BIDDER, by submission of a proposal, acknowledges that award of this contract is subject to the provisions of the Davis-Bacon Act and the Missouri Prevailing Wage Law. The BIDDER accepts the requirement to pay prevailing wages for each classification and type of worker as established in the attached wage rate determinations as issued by the United States Department of Labor and the Missouri Division of 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:
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 with 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. **Trade Restriction Certification (49 U.S.C. § 50104, 49 CFR Part 30)**  
The 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 (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 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 (FAA) may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

**c. Certification of Offeror/Bidder Regarding Debarment (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.

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

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 of Offeror/Bidder Regarding Debarment and Suspension, above;
3. Inserting a clause or condition in the covered transaction with the lower tier contract.

If the FAA and/or MoDOT 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 and/or MoDOT may pursue any available remedies, including suspension and debarment of the non-compliant participant.

**f. 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:

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, 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.

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

The bidder 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.

### **Certificate of Buy American Compliance for Total Facility**

(Buildings such as Terminal, SRE, ARFF, etc.)

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with its proposal. The bidder or offeror must indicate how it intends to comply with 49 USC § 50101 by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e. not both) by inserting a checkmark (✓) or the letter “X”.

☐

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

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

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

1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
2. To faithfully comply with providing U.S. domestic products.
3. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

☐

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

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

#### **Required Documentation**

**Type 3 Waiver** – The cost of components and subcomponents produced in the United States is more than 60% of the cost of all components and subcomponents of the “facility”. The required documentation for a Type 3 waiver is:

- a) Listing of all manufactured products that are not comprised of 100% U.S. domestic content (excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).
- b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
- c) Percentage of non-domestic component and subcomponent cost as compared to total “facility” component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

**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 U.S. 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



**Certificate of Buy American Compliance for Manufactured Products**  
(Non-building construction projects, equipment acquisition projects)

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

- ☐ Bidder or offeror hereby certifies that it will comply with 49 USC 50101 by:
- a) Only installing steel and manufactured products produced in the United States;
  - b) Installing manufactured products for which the FAA has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
  - c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

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

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

- ☐ Bidder or offeror hereby certifies it cannot comply with the 100% Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:
1. To submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that support the type of waiver being requested.
  2. That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination which may result in rejection of the proposal.
  3. To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
  4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

**Required Documentation**

**Type 3 Waiver** – The cost of the item components and subcomponents produced in the United States is more than 60% of the cost of all components and subcomponents of the “item”. The required documentation for a Type 3 waiver is:

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

- d) Detailed cost information for total project using U.S. domestic product.
- e) 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

**h. 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 \$50,000 (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, and/or empowered to act officially and properly on behalf of this business entity.  
(title) (business name)

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:

**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.

- 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.

Trucking 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.)

**THIS EXECUTED PROPOSAL FORM MUST BE SUBMITTED  
IN THE ORIGINAL BOUND PROJECT MANUAL.**

**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



**\*\*\*\*\* OFFICIAL BID FORM \*\*\*\*\***

**(Revised per Addendum No. 1)      Page 1 of 13**

**PROPOSAL FORM  
CITY OF CHILLICOTHE, MISSOURI  
CHILLICOTHE MUNICIPAL AIRPORT (CHT)  
State Block Grant Project No. 22-015A-1**

TO:      City Clerk, City of Chillicothe

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

**Base Bid**

**Install New 12,000 Gallon AST 100LL AvGas Fuel System**

**Add Alternate No. 1**

**Install QT Pod System**

**Add Alternate No. 2**

**Install Fuel Master System**

**Add Alternate No. 3 (Added per Addendum No. 1)**

**Install Product Recovery Vessel**

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

BID ITEM	FAA or MoDOT SPEC.	ITEM DESCRIPTION	APPROX. QTY. AND UNITS	UNIT PRICE		EXTENSION	
				DOLLARS	CTS	DOLLARS	CTS
BASE BID							
INSTALL NEW 12,000 GALLON AST 100LL AVGAS FUEL SYSTEM							
1	C-105	Mobilization (NTE 10% of Total Bid Amount)	1 L.S.				
2	TEMP	Temporary Marking, Lighting, and Barricades	1 L.S.				
3	P-101	Site Preparation	1 L.S.				
4	P-620	Surface Preparation, Pavement Marking Removal	63 S.F.				
5	T-901 & T-908	Site Restoration	1 L.S.				
6	FUEL	Construct Concrete Bollard	29 EA.				
7	FUEL	P.C.C. Pavement (4")	40 S.Y.				
8	FUEL	P.C.C. Pavement (6")	42 S.Y.				
BASE BID TOTAL							

BID ITEM	FAA or MoDOT SPEC.	ITEM DESCRIPTION	APPROX. QTY. AND UNITS	UNIT PRICE		EXTENSION	
				DOLLARS	CTS	DOLLARS	CTS
ADD ALTERNATE NO. 1							
INSTALL QT POD SYSTEM							
1	FUEL	12,000 Gallon 100LL AvGas Fuel System (QT Pod)	1 L.S.				
ADD ALTERNATE NO. 1 TOTAL							

**\*\*\*\*\* OFFICIAL BID FORM \*\*\*\*\***

**(Revised per Addendum No. 1)      Page 2 of 13**

BID ITEM	FAA or MoDOT SPEC.	ITEM DESCRIPTION	APPROX. QTY. AND UNITS	UNIT PRICE		EXTENSION	
				DOLLARS	CTS	DOLLARS	CTS
<b>ADD ALTERNATE NO. 2</b>							
<b>INSTALL FUEL MASTER SYSTEM</b>							
1	FUEL	12,000 Gallon 100LL AvGas Fuel System (Fuel Master)	1 L.S.				
<b>ADD ALTERNATE NO. 2 TOTAL</b>							
BID ITEM	FAA or MoDOT SPEC.	ITEM DESCRIPTION	APPROX. QTY. AND UNITS	UNIT PRICE		EXTENSION	
				DOLLARS	CTS	DOLLARS	CTS
<b>ADD ALTERNATE NO. 3 (ADDED PER ADDENDUM NO. 1)</b>							
<b>INSTALL PRODUCT RECOVERY VESSEL</b>							
1	FUEL	Supply and Install Product Recovery Vessel	1 L.S.				
<b>ADD ALTERNATE NO. 3 TOTAL</b>							
<b>BASE BID + ADD ALTERNATE NO. 1 TOTAL</b>							
<b>BASE BID + ADD ALTERNATE NO. 2 TOTAL</b>							
<b>BASE BID + ADD ALTERNATE NO. 1 + ADD ALTERNATE NO. 3 TOTAL</b> <i>(Added per Addendum No. 1)</i>							
<b>BASE BID + ADD ALTERNATE NO. 2 + ADD ALTERNATE NO. 3 TOTAL</b> <i>(Added per Addendum No. 1)</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 **ninety (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 fifteen (15) days from the date of contract execution. The undersigned accepts that failure to execute the contract and provide the required bonds within the stated timeframe shall result in forfeiture of the bid guaranty to the owner as a liquidated damage.

- g. Time of Performance: By submittal of this proposal, the undersigned acknowledges and agrees to commence work within ten (10) calendar days of the date specified in the written "Notice to Proceed" as issued by the OWNER. The undersigned further agrees to complete the Project within **one hundred fifty (150) calendar days** for submittals and material procurement from the date of the Notice-to-Proceed for **PROCUREMENT** and within **ninety (90) calendar days** for all construction activities from the date of the Notice-to-Proceed for **CONSTRUCTION**. All project work shall be substantially completed within the stated timeframe.. **Shifting of contract time between phases will not be permitted.**
- 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 **one thousand seven hundred dollars (\$1,700)** 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 **0.00** percent of the dollar value of the prime contract to DBE firms or make good faith efforts to meet the DBE contract goal. In addition, the prime contractor will include the DBE clauses (see Supplementary Provision No. 6 of the Federal and State Provisions) required by the DBE Program adopted by MoDOT and the Sponsor in all contracts and subcontracts relating to this project. The undersigned will complete the DBE Participation information included herein when a DBE goal has been established, including a demonstration of good faith efforts if the DBE goal is not met. If the undersigned prime contractor is a MoDOT certified DBE firm, then the prime contractor must perform at least thirty percent (30%) of the total contract value work with its own forces, and will receive DBE credit for all work which the prime contractor and any other MoDOT certified DBE firm performs directly.
- j. The BIDDER, by submission of a proposal, acknowledges that award of this contract is subject to the provisions of the Davis-Bacon Act and the Missouri Prevailing Wage Law. The BIDDER accepts the requirement to pay prevailing wages for each classification and type of worker as established in the attached wage rate determinations as issued by the United States Department of Labor and the Missouri Division of 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:
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 \_\_\_\_\_

## **PRE-BID MEETING MINUTES**

### **CHILLICOTHE MUNICIPAL AIRPORT (CHT) CHILLICOTHE, MISSOURI**

#### **Install New 12,000 Gallon AST 100LL AvGas Fuel System**

#### **MoDOT PROJECT NO.: 22-015A-1**

**Tuesday, August 8<sup>th</sup>, 2023 – 10:00 A.M. (CDT) via Microsoft Teams**

#### **I. Introduction of Attendees**

- A. See attached list of attendees.

#### **II. Site Visit Opportunity**

- A. No official Engineer or Sponsor led site visit will be conducted for this project. Each bidder must contact Toby Calivere (Chillicothe Airport Manager) to schedule a site visit. Toby's contact information is listed on Page 1-1 of the Project Manual.

#### **III. Bid Opening**

- A. Proposals will be received until **11:00 A.M. (CDT) on Tuesday, August 22<sup>nd</sup>, 2023**. Bids received after this time will not be read. Bids will then be immediately publicly opened and read at:

**Chillicothe City Hall  
715 Washington Street  
Chillicothe, MO 64601**

- B. A virtual bid opening is available for prospective bidders who do not wish to attend the bid opening in-person. The virtual bid opening will be held via Microsoft Teams. To receive an invitation to the virtual bid opening, contact Ian Wright with Lochner. His contact information is on Page 1-1 of the Project Manual.
- C. Envelopes must be sealed and addressed as shown on Page 2-1 of the Project Manual. Bids shall be addressed to the attention of the Chillicothe City Clerk.
- D. Bids may be held by the City of Chillicothe for a period not to exceed ninety (90) calendar days from the date of the bid opening. **Award of contract is contingent upon the City of Chillicothe receiving Federal funding assistance from the Missouri Department of Transportation (MoDOT).**

#### **IV. Official Bid Form and Bidding Process**

- A. Proposals must be submitted on the "Official Bid Form" which is separate from the Project Manual. The Official Bid Form consists of 13 pages and is provided by Drexel Technologies along with the Construction Plans and Project Manual.

- B. When completing the Official Bid Form, the unit price needs to be written in numerical form in the column under the header “Unit Price” and the extension (quantity x unit price) needs to be written in numerical form under the header “Extension”.
- C. At a minimum, bidders must submit a bid for either the Base Bid + Add Alternate No. 1 scenario or the Base Bid + Add Alternate No. 2 scenario. Bidders are allowed to submit a bid for both scenarios. If the bidder is not submitting a bid for one of the scenarios, insert the words “NO BID” for the appropriate sections on the Official Bid Form.
- D. All bidders submitting proposals must acknowledge receipt of all addendums issued in the space provided on Page 3 of the Official Bid Form.
- E. If for some reason any of the pages of the Official Bid Form are changed by addendum, utilize the new pages when preparing your bid.
- F. This contract is subject to the “Buy American Preferences” of the Aviation Safety and Capacity Act of 1990. Bidders are required to certify that steel and manufactured products have been produced in the United States per the certification statement included on Pages 7 through 10 of the Official Bid Form.
- G. As part of your proposal, you are required to complete the Worker Eligibility Verification Affidavit on Page 11 of the Official Bid Form. Note also that you are required to submit with your proposal a completed copy of the first page and a valid copy of the signature page of your E-Verify Memorandum of Understanding.
- H. There is a 0% DBE goal for this project. Should the bidder utilize a DBE subcontractor or supplier, the bidder shall submit all required DBE information, as contained on the DBE forms located on Page 12 of the Official Bid Form, with their bid. The successful bidder will be required to submit evidence of when and by whom each DBE was last certified after the bid opening.
- I. Official Bid Form Page 13 need to be completed and signed, as required and applicable.
- J. A Bid Bond guarantee will be required with each bid as a certified check or a bid bond in the amount of five (5) percent of the total amount of the bid, made payable to the City of Chillicothe, Missouri. Please include the bid bond with the Official Bid Form in the sealed envelope.
- K. Please note that per Section 5, Item C-105, Mobilization of the Project Manual, the unit price for Mobilization shall not exceed 10% of the total bid amount.

## **V. Contract Provisions**

- A. Mandatory contract provisions are identified in Sections 3 and 4 of the Project Manual.
- B. The successful bidder will be required to execute the Performance Bond, Payment Bond, and Contract Agreement forms located in the back of the Project Manual. These bonds will be in the amount of 100% of the contract price.
- C. The Contractor is required to provide a 10-hour OSHA construction safety program for all employees who will be on-site during the project as provided on Page 4-20 of the Project Manual.

- D. The Contractor and all Subcontractors will be required to pay minimum wage rates as established by the United States Department of Labor. Minimum wage requirements are identified within Section 4 of the Project Manual. Minimum wage requirements for this project are subject to the “Highway Types”. Both Federal and State wage rates are included. If there is a discrepancy between the two published wage rates, the higher of the two will be used as the requirement.
- E. The Contractor shall pay the minimum wage rate, as established previously, that corresponds to the appropriate task. Lochner’s RPR will be conducting random wage rate interviews during construction and will be monitoring and ensuring that the Contractor’s personnel are compensated for the amount stated within the wage rate section for the task that they are completing.
- F. All bidders shall provide a statement of qualifications shall be included with proposals highlighting past similar work, a financial statement, and a list of equipment along with year and overall condition. In lieu of the financial statement, Contractors may provide evidence that they are pre-qualified with MoDOT for similar work and are on the current MoDOT bidders list.
- G. The Contractor and his/her Subcontractors will be required to provide certificates of insurance for at least the minimum amounts specified in Section 4.
- H. Prior to procurement and upon the request of the successful bidder, the City of Chillicothe will provide the successful bidder a state tax exempt certification, applicable to materials only. This tax-exempt certification is not applicable to labor costs.
- I. The Prime Contractor shall perform, with their organization, an amount of work equal to at least 25% of the total contract cost per Section 3, General Provisions, Section 80-01 Subletting of Contract within the Project Manual.
- J. The Prime Contractor shall provide copies of all subcontracts to the Engineer at least 14 days prior to the Subcontractor being utilized on the project. See Section 3, General Provisions, Section 80-01 Subletting of Contract within the Project Manual for more information.
- K. During construction, the first pay estimate shall be processed when necessary. All subsequent pay estimates will only be processed once the Prime Contractor has submitted lien releases from their Subcontractors. This will be discussed in further detail during the preconstruction meeting.

## **VI. Project Overview and Phasing**

- A. This project consists of:

Install New 12,000 Gallon AST 100LL AvGas Fuel System
- B. Intentions are to execute construction contracts after receiving concurrence in award from MoDOT.
- C. There are two Notice-to-Proceed (NTP) issuances associated with this project. Once all construction contracts are executed, a Notice-To-Proceed (NTP) to begin material submittals and procurement will be issued. The Contractor has one hundred fifty (150) calendar days to complete the procurement phase of the project.



- D. The second NTP associated with this project will be issued to begin construction. The Contractor has ninety (90) calendar days for all construction activities from the date of the construction NTP.
- E. The anticipated NTP date for the procurement phase is immediately upon receiving a grant from MoDOT. The anticipated early and late NTP dates for construction are March 2024 and May 2024, respectively.
- F. The construction portion of the project has been structured into one (1) phase and consists of a total contract period of ninety (90) total calendar days from the date of the construction NTP. This construction time schedule includes estimated delays due to weather for a typical season.
- G. Phasing has been structured such that the airport can remain operational. A portion of the Apron shall be closed for the duration of this project. The Contractor shall ensure that their construction operations do not interfere with the functionality of the Airport.
- H. Liquidated damages are set at \$1,700.00 per calendar day. Delays due to weather and other factors out of the control of the Contractor that are above and beyond a typical season may be requested in writing as a reason for the contract period extension. The request should be made as soon as the Contractor is aware of an issue with the construction period. The Contractor shall also make every attempt to make up any lost days by working extended periods during the day and/or weekends.
- I. All bidders should carefully review the Construction Safety and Phasing (CSPP) Report, Plans, Notes, and Details located on Plan Sheets 3 and 4 and within the Appendix of the Project Manual. The Contractor shall also familiarize themselves with FAA AC 150/5370-2G which is included in the Appendix section of the Project Manual. Low Profile Barricades shall be placed as shown on Plan Sheet 3 prior to the start of construction.
- J. Per Section 1 of the CSPP Report, the Contractor shall submit a Safety Plan Compliance Document (SPCD) detailing how they will comply with the CSPP Report. This SPCD must be approved by the Engineer prior to the issuance of the construction notice to proceed.
- K. The Contractor shall notify the Airport Manager and the Engineer at least two (2) weeks prior to the start of construction so that the Airport Manager can issue all NOTAMs to Flight Service with regards to the construction at the airport.
- L. Lochner will provide Construction Observation and acceptance testing throughout the project. The Contractor shall provide Quality Control Measures as outlined within Section 3, General Provisions, Section 100 of the Project Manual.
- M. Extreme caution shall be used when working near underground electrical cable and other utilities. The Contractor is responsible for locating any underground utilities prior to construction beginning. The Contractor shall notify the Missouri One Call System (MOCS) at 800-344-7483 at least 48 hours prior to any construction activities to allow sufficient time to locate and mark any existing field cables or utilities which might be affected by this project. Should damage occur to any of these items, they will be replaced immediately at the Contractor's expense to the satisfaction of the Engineer and the Owner.
- N. The Contractor shall access the project via the Airport access road and utilize the staging area as shown on Plan Sheet 3.

- O. Connections to existing water sources/hydrants and associated costs shall be coordinated with the Livingston County Water District. The Contractor shall call the provider at 660-646-2215 for pricing, obtaining a water meter, and determining a location for water access.
- P. A Contractor furnished Engineer's field office is not required.

## **VII. Demolition/Site Preparation**

- A. The paint associated with three aircraft tie-down markings are to be removed as shown on Plan Sheet 5. The tie-downs within the pavement are to remain and shall not be covered or removed.

## **VIII. Fueling Apron and Sidewalk Pavement Construction**

- A. The fueling apron pavement shall be 6" thick and constructed per the methods, standards, and requirements of the Concrete Composition Note on Plan Sheets 6 through 9.
- B. Material and labor required to furnish and install the crushed aggregate base course beneath the fueling apron shall be considered subsidiary to Base Bid Item 8, "P.C.C. Pavement (6)".
- C. The sidewalk pavement shall be 4" thick and constructed per the methods, standards, and requirements of the Concrete Composition Note on Plan Sheets 6 through 9.
- D. Material and labor required to furnish and install the crushed aggregate base course beneath the concrete sidewalk shall be considered subsidiary to Base Bid Item 7, "P.C.C. Pavement (4)".
- E. Contractor shall prepare their bid based on the joint plan for both of these pavements as depicted on Plan Sheet 9. During material procurement, the Contractor can submit an alternate joint plan to the Engineer for review and approval.

## **IX. Fueling Pad Construction**

- A. It is the Contractor's responsibility to provide a design for the concrete fuel pad. The Contractor shall complete this in coordination with a structural engineer who is registered in the State of Missouri. The structural engineer shall provide the engineer (Lochner) sealed drawings detailing, at a minimum, the size of the concrete pad and the rebar (material, size, and location).
- B. The dimensions for the concrete fueling pad shall not exceed 14.5' by 26'. These dimensions can be reduced as necessary to meet the Contractor's design. Should the size of the tank require a larger concrete fueling pad, the Contractor shall contact the Engineer immediately.
- C. The concrete fueling pad shall be constructed per the methods, standards, and requirements of the Concrete Composition Note on Plan Sheets 6 and 9.
- D. The Contractor shall be responsible for all concrete testing and acceptance related to the concrete fueling pad.
- E. The design and construction of the concrete fuel pad, including all concrete, aggregate base course, reinforcement, and other materials and labor shall be considered under Add Alternate Bid Item 1, "12,000 Gallon 100LL AvGas Fuel System (QT Pod)" or Add Alternate Bid Item 1, "12,000 Gallon AvGas Fuel System (Fuel Master)".

- F. The fuel tank shall be properly bonded by ground rod and anchored to the concrete fueling pad per the Manufacturer's recommendations.

#### **X. Miscellaneous Construction**

- A. Concrete bollards shall be constructed at the locations depicted on Plan Sheets 6 and 7. Bollards shall meet the requirements shown on Plan Sheet 8.
- B. The location of the Owner's preferred electrical connection/source is shown on Plan Sheet 6. The Contractor is to coordinate all electrical connections and installations with Casey Johnson, Chillicothe Municipal Utilities. Casey's phone number is 660-654-0624 and his email address is [cjohnson@cmuchillicothe.com](mailto:cjohnson@cmuchillicothe.com). All materials and labor required to complete the proper electrical connections shall be the responsibility of the Contractor.
- C. Per the fuel specification, the Owner prefers a cellular data service connection in lieu of a hard wired telecommunications connection.

#### **XI. Fuel System Requirements**

- A. The fueling system shall consist of one (1) 12,000 Gallon UL2085 Double Wall Jet Fueling system. The system shall be configured for direct into plane fueling.
- B. The system shall be capable of off-loading transports at 200 GPM through filtration and overwing fuel aircraft at 20-30 GPM.
- C. The Contractor responsible for the construction of the fuel system must complete an "Annual Financial Responsibility for Manufacturers and Installers Form" prior to construction commencing. This form can be found at <https://agriculture.mo.gov/weights/>.

#### **XII. Request for Information (RFI)**

- A. Any bidder requiring a clarification or interpretation of the project documents shall make a written request to the Owner or Engineer via email to Ian Wright ([iwright@hwlochner.com](mailto:iwright@hwlochner.com)). The Owner or Engineer must receive the written request a minimum of seven (7) calendar days prior to the date of the bid opening.

#### **XIII. Open Discussion**

- A. The Owner prefers/recommends the following local lawn companies to complete any site restoration (seeding, mulching, etc.)
  - i. Maloney's Lawn Service, 13526 Liv 230, 660-973-1768
  - ii. Jim's Lawn Service, 660-247-1543
  - iii. Figg Lawn Service, 200 E. Bridge Street, 660-752-6787
  - iv. T & Me Lawn Service, 1432 McVey Street, 660-973-6327

#### **XIV. Proposed Addendum Items**

- A. Addendum No. 1 will include today's prebid meeting minutes and attendees list.
- B. The fuel specification will be revised to include requirements that the Contractor shall supply the Owner with a 4-foot tall fiberglass A-Frame ladder with mountable storage (i.e. hang on a hook near the fuel pump) for pilot's use when fueling their aircraft.

**ATTENDEES LIST FOR MEETING**  
**Tuesday, August 8<sup>th</sup>, 2023 – 10:00 A.M. (CDT)**

1 of 1