ADDENDUM No. 1

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Date:	June 2, 2026
Project:	Grand Forks International Airport Reconstruct Runway 17R/35L – South & Middle Portion
Bid Date and Time:	June 10, 2026, 10:00 AM local time

This addendum is hereby made a part of the contract documents identified Reconstruct Runway 17R/35L – South & Middle Portion, Grand Forks International Airport, Grand Forks, North Dakota, to the same extent as though it were originally included therein. It is essential that prospective bidders note the contents of this addendum and that the Grand Forks Regional Airport Authority be made aware that the addendum has been received. Therefore, acknowledge receipt by inserting the number of this addendum in the space provided on the Contract Proposal.

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SIGNIFICANT CHANGES ARE THE FOLLOWING

1.) Re-issue Bid Form. Changes include:
   a. Add additional line item for Contractor Quality Control Program (CQCP) to Bid Alternate bid schedules (Bid Alternate 1A, Division 8 and Bid Alternate 1C, Division 20).
   b. Add additional line item for Temporary Erosion Control to Bid Alternate bid schedules (Bid Alternate 1A, Division 8 and Bid Alternate 1C, Division 20).

2.) Re-issue Plan Sheets G-086, G-087, and G-088. Changes include:
   a. Note 4 on the originally-issued sheets mistakenly specified a maximum equipment height of 20 feet. This was revised to 50 feet for all phases with the Bid Alternate.

3.) Re-issue Plan Sheets C-906 and C-915. Changes include:
   a. Original plan sheets were showing the wrong cross-sections. Sheets were updated to show the correct cross-sections.

4.) Re-issue Plan Sheets E-101, E-103, and E-104. Changes include:
   a. Added the removal of 4 existing abandoned concrete-encased duct banks to the Removal Plan.
   b. Clarified that the existing electrical duct bank crossing Runway 17R/35L north of Taxiway A4 is to be removed.

5.) Attach Pre-Bid Meeting Minutes.

6.) Attach Bidder Questions received as of 06/02/2026.

SPECIFICATIONS

1. **Division 2, Bid Documents: Contract Proposal**
   A. Remove and Replace Bid Form in its entirety (Pages 2-7 through 2-38) with the copy included in this addendum.
   B. Changes include:
      I. Add line items for "Contractor Quality Control Program (CQCP)" to Bid Alternate 1A, Division 8 and Bid Alternate 1C, Division 20.
      II. Add line items for "Temporary Erosion Control" to Bid Alternate 1A, Division 8 and Bid Alternate 1C, Division 20.

PLANS

1. **Sheet G-086 – Construction Safety & Phasing Plan – Phase 1 – Bid Alternate**
   A. Replace the sheet in its entirety with that provided with this addendum.
   B. Changes include:
      I. Revised Note 4 to specify a maximum equipment height of 50 feet.
      II. Removed temporary pavement markings from the layout, as these are not required if the Bid Alternate is awarded.

2. **Sheet G-087 – Construction Safety & Phasing Plan – Phase 1A – Bid Alternate**
   A. Replace the sheet in its entirety with that provided with this addendum.
   B. Changes include:
      I. Revised Note 4 to specify a maximum equipment height of 50 feet.

3. **Sheet G-088 – Construction Safety & Phasing Plan – Phase 2 – Bid Alternate**
   A. Replace the sheet in its entirety with that provided with this addendum.
   B. Changes include:
      I. Revised Note 4 to specify a maximum equipment height of 50 feet.

4. **Sheet C-906 – Cross Sections – Base Bid – RWY 17R-35L Sta 40+00 – 45+00**
   A. Replace the sheet in its entirety with that provided with this addendum.
   B. Changes include:
      I. Originally issued sheet was showing incorrect sections. Sheet was corrected to show the correct sections.

5. **Sheet C-915 – Cross Sections – Gravel Service Road Sta 50+00 – 75+00**
   C. Replace the sheet in its entirety with that provided with this addendum.
   D. Changes include:
      I. Originally issued sheet was showing incorrect sections. Sheet was corrected to show the correct sections.

6. Sheet E-101 – Electrical Removal Plan

A. Replace the sheet in its entirety with that provided with this addendum.

B. Changes include:

I. Add one (1) additional concrete-encased duct bank to the removal plan. Existing concrete-encased duct banks are abandoned and shall be removed.

2. Sheet E-103 – Electrical Removal Plan

A. Replace the sheet in its entirety with that provided with this addendum.

B. Changes include:

I. Add two (2) additional concrete-encased duct banks to the removal plan. Existing concrete-encased duct banks are abandoned and shall be removed.

3. Sheet E-104 – Electrical Removal Plan

A. Replace the sheet in its entirety with that provided with this addendum.

B. Changes include:

I. Add one (1) additional concrete-encased duct bank to the removal plan. Existing concrete-encased duct bank is abandoned and shall be removed.

II. Add note clarifying that the existing duct bank cross Runway 17R/35L north of Taxiway A4 shall be removed.

ATTACHMENTS

1. Replacement Specifications – as listed.
2. Replacement Plan Sheets – as listed
3. Pre-Bid Meeting Minutes & Sign-in
4. Bidder's Questions to date

END OF ADDENDUM 1

BID SCHEDULE

Airport: Grand Forks International Airport **FAA AIP Project No. 3-38-0022-070-2026**
Project: Reconstruction Runway 17R/35L - South Portion **Mead & Hunt Project No. 0719500-240276.01**

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Amount per Item
BID SCHEDULE 1 - GENERAL/CIVIL CONSTRUCTION - BASE BID (SOUTH PORTION)					
DIVISION 1: GENERAL/RUNWAY CIVIL CONSTRUCTION					
C-105	MOBILIZATION	1	LS	$	$
NS-001	AIRFIELD SAFETY & TRAFFIC CONTROL	1	LS	$	$
C-100	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	1	LS	$	$
C-102	TEMPORARY EROSION CONTROL	1	LS	$	$
NS-002	MAINTENACE AND RESTORATION OF HAUL ROADS & STAGING AREA	1	LS	$	$
P-101	COLD MILLING (+/-6")(FULL DEPTH)	370	SY	$	$
P-101	COLD MILLING (+/-8")(FULL DEPTH)	4,379	SY	$	$
P-101	COLD MILLING (+/-10") WITH CONCRETE PAVEMENT(+/-10") REMOVAL (FULL DEPTH)	25,771	SY	$	$
P-101	COLD MILLING (+/-36") (FULL DEPTH)	14,108	SY	$	$
P-101	REMOVAL OF PIPE AND OTHER BURIED STRUCTURES	1	LS	$	$
P-152	UNCLASSIFIED EXCAVATION	126,036	CY	$	$
P-152	BORROW EXCAVATION (ON-SITE)	24,000	CY	$	$
P-154	SEPARATION GEOTEXTILE	46,743	SY	$	$

P-154	30.5" SUBBASE COURSE	4,004	CY	$	$
P-154	22" SUBBASE COURSE	25,677	CY	$	$
P-156	12" CEMENT TREATED SUBGRADE	46,743	SY	$	$
P-156	CEMENT	1,263	TON	$	$
P-219	6" RECYCLED CONCRETE AGGREGATE BASE COURSE	7,790	CY	$	$
P-306	6" LEAN CONCRETE BASE COURSE	40,253	SY	$	$
P-501	10.5" PORTLAND CEMENT CONCRETE PAVEMENT	4,444	SY	$	$
P-501	13" PORTLAND CEMENT CONCRETE PAVEMENT	40,001	SY	$	$
P-605	JOINT SEALING FILLER	42,614	LF	$	$
P-620	MARKING OBLITERATION (BASE BID ONLY)	31,036	SF	$	$
P-620	TEMPORARY PAVEMENT MARKING (BASE BID ONLY)	1	LS	$	$
P-620	PAVEMENT MARKING (YELLOW)	4,117	SF	$	$
P-620	PAVEMENT MARKING (BLACK)	13,222	SF	$	$
P-620	PAVEMENT MARKING (WHITE)	64,560	SF	$	$
P-620	REFLECTIVE MEDIA	1	LS	$	$
P-621	GROOVING	34,667	SY	$	$
D-701	18" CLASS III RCP	25	LF	$	$
D-701	18" CLASS V RCP	689	LF	$	$
D-701	30" CLASS V RCP	94	LF	$	$
D-701	36"x23" CLASS III ARCH RCP	1,827	LF	$	$
D-701	36"x23" CLASS IV ARCH RCP	412	LF	$	$
D-701	18" RCP END SECTIONS	10	EA	$	$
D-701	30" RCP END SECTIONS	4	EA	$	$
D-701	36"x23" ARCH RCP END SECTIONS	2	EA	$	$

D-751	48" STORM MANHOLE	1	EA	$	$
D-751	60" STORM MANHOLE	2	EA	$	$
D-751	72" STORM MANHOLE	3	EA	$	$
D-751	84" STORM MANHOLE	1	EA	$	$
D-705	6" PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40 W/SOCK, COMPLETE	4,452	LF	$	$
D-705	6" NON-PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40, COMPLETE	1,376	LF	$	$
D-705	6" NON-PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 80, COMPLETE	473	LF	$	$
D-705	UNDERDRAIN CLEANOUT	8	EA	$	$
D-705	UNDERDRAIN DOUBLE CLEANOUT	4	EA	$	$
D-705	UNDERDRAIN CONCRETE HEADWALL, COMPLETE	1	EA	$	$
D-705	UNDERDRAIN CONNECTION TO STORM SEWER	7	EA	$	$
T-901	SEEDING	77.2	ACRE	$	$
T-905	TOPSOILING (OBTAINED ON SITE OR REMOVED FROM STOCKPILE)	68,223	CY	$	$
T-908	MULCHING	77.2	ACRE	$	$

BID SCHEDULE 1, DIVISION 1 TOTAL **$**

DIVISION 2: TAXIWAY CIVIL CONSTRUCTION

P-101	CONCRETE PAVEMENT (+/-15") WITH CEMENT-TREATED BASE (+/-8") REMOVAL (FULL DEPTH)	7,530	SY	$	$
P-101	REMOVAL OF PIPE AND OTHER BURIED STRUCTURES	1	LS	$	$
P-152	UNCLASSIFIED EXCAVATION	6,811	CY	$	$
P-154	SEPARATION GEOTEXTILE	7,059	SY	$	$
P-154	22" SUBBASE COURSE	4,314	CY	$	$
P-156	12" CEMENT TREATED SUBGRADE	7,059	SY	$	$
P-156	CEMENT	191	TON	$	$
P-219	6" RECYCLED CONCRETE AGGREGATE BASE COURSE	1,177	CY	$	$
P-306	6" LEAN CONCRETE BASE COURSE	6,602	SY	$	$
P-501	13" PORTLAND CEMENT CONCRETE PAVEMENT	6,535	SY	$	$
P-605	JOINT SEALING FILLER	6,726	LF	$	$
P-620	MARKING OBLITERATION	3,957	SF	$	$
P-620	PAVEMENT MARKING (YELLOW)	2,243	SF	$	$
P-620	PAVEMENT MARKING (BLACK)	4,273	SF	$	$
P-620	PAVEMENT MARKING (WHITE)	374	SF	$	$
P-620	PAVEMENT MARKING (RED)	1,118	SF	$	$
P-620	REFLECTIVE MEDIA	1	LS	$	$
D-705	6" PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40 W/SOCK, COMPLETE	1,276	LF	$	$
D-705	6" NON-PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40, COMPLETE	147	LF	$	$
D-705	6" NON-PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 80, COMPLETE	200	LF	$	$
D-705	UNDERDRAIN CLEANOUT	4	EA	$	$
D-705	UNDERDRAIN CONNECTION TO STORM SEWER	2	EA	$	$

T-901	SEEDING	1.6	ACRE	$	$
T-905	TOPSOILING (OBTAINED ON SITE OR REMOVED FROM STOCKPILE)	1,384	CY	$	$
T-908	MULCHING	1.6	ACRE	$	$

BID SCHEDULE 1, DIVISION 2 TOTAL **$**

DIVISION 3: GRAVEL SERVICE ROAD CIVIL CONSTRUCTION

P-152	UNCLASSIFIED EXCAVATION	11,326	CY	$	$
P-154	SEPARATION GEOTEXTILE	29,808	SY	$	$
NS-004	12" BITUMINOUS MILLING SURFACE COURSE	7,387	CY	$	$
NS-302	12" AGGREGATE SURFACE COURSE, CL 13	2,283	CY	$	$
NS-302	6" AGGREGATE BASE COURSE, CL 5	133	CY	$	$
P-501	6" CEMENT CONCRETE PAVEMENT	800	SY	$	$
P-605	JOINT SEALING FILLER	900	LF	$	$
P-620	PAVEMENT MARKING (WHITE)	48	SF	$	$
NS-754	TWO-DIRECTION LARGE ARROW SIGN	2	EA	$	$
NS-754	CHEVRON ALIGNMENT SIGN (2 SIGNS)	21	EA	$	$
NS-754	STOP SIGN	2	EA	$	$
NS-754	DO NOT PROCEED - CONTACT ATC SIGN	2	EA	$	$

BID SCHEDULE 1, DIVISION 3 TOTAL **$**

BID SCHEDULE 1 TOTAL **$**

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Amount per Item
BID SCHEDULE 2 - ELECTRICAL CONSTRUCTION - BASE BID (SOUTH PORTION)					
DIVISION 4: GENERAL/RUNWAY ELECTRICAL CONSTRUCTION					
C-105	MOBILIZATION	1	LS	$	$
NS-003	REMOVE AIRFIELD ELECTRICAL EQUIPMENT	1	LS	$	$
NS-101	LOCATE AND PROTECT EXISTING EQUIPMENT	1	LS	$	$
NS-102	TEMPORARY LIGHTING	1	LS	$	$
L-108	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	7,718	LF	$	$
L-108	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK, OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS/GROUND RODS	6,532	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-1"	75	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-2"	8,759	LF	$	$
L-110	CONCRETE ENCASED ELECTRICAL DUCT BANK, 4W-2"	380	LF	$	$
L-115	L-867D BASE CAN WITH SOLID LID	7	EA	$	$
L-115	L-867D BASE CAN PLAZA (4 CANS)	4	EA	$	$
L-125	REINSTALL RUNWAY/THRESHOLD EDGE LIGHT ON NEW BASE CAN	32	EA	$	$
L-125	L-858(L) GUIDANCE SIGN, SIZE 3 (OWNER PROVIDED)	7	EA	$	$
L-125	L-858(L) DISTANCE REMAINING SIGN, SIZE 4 (OWNER PROVIDED)	2	EA	$	$
L-125	L-858 UNLIGHTED GUIDANCE SIGN	3	EA	$	$
L-125	MISCELLANEOUS LIGHTING EQUIPMENT	1	LS	$	$

BID SCHEDULE 2, DIVISION 4 TOTAL **$**

DIVISION 5: TAXIWAYS ELECTRICAL CONSTRUCTION

L-108	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	4,304	LF	$	$
L-108	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK, OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS/GROUND RODS	2,781	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-2"	2,739	LF	$	$
L-125	L-861T(L) TAXIWAY LIGHT ON EXISTING BASE CAN	208	EA	$	$
L-125	L-861T(L) TAXIWAY LIGHT ON NEW BASE CAN	47	EA	$	$
L-125	RENUMBER EXISTING TAXIWAY EDGE LIGHT	1	LS	$	$
L-125	L-858(L) GUIDANCE SIGN, SIZE 3 (OWNER PROVIDED)	7	EA	$	$
L-125	INSTALL SALVAGED L-858 GUIDANCE SIGN ON NEW PAD	1	EA	$	$
L-125	SIGN PANEL REPLACEMENT	3	EA (SIGN)	$	$
L-115	L-867B BASE CAN WITH SOLID LID	1	EA	$	$

BID SCHEDULE 2, DIVISION 5 TOTAL **$**

DIVISION 6: NAVAIDS ELECTRICAL CONSTRUCTION

L-107	L-806(L) STYLE I, SIZE 1, WIND CONE AND FOUNDATION, IN PLACE	1	EA	$	$
L-108	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	5,929	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-2"	2,964	LF	$	$
L-115	L-867D BASE CAN WITH SOLID LID	5	EA	$	$
L-125	INSTALL L-880(L) PAPI UNIT (OWNER PROVIDED)	1	EA (SET)	$	$

BID SCHEDULE 2, DIVISION 6 TOTAL **$**

DIVISION 7: MALSR ELECTRICAL CONSTRUCTION

NS-003	REMOVE AND SALVAGE EXISTING MALSR LIGHT FIXTURES	1	LS	$	$
L-108	NO. 6 AWG, TYPE USE CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	1,317	LF	$	$
L-108	NO. 4 AWG, TYPE USE CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	3,069	LF	$	$
L-108	NO. 2 AWG, TYPE USE CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	794	LF	$	$
L-108	NO. 2/0 AWG, TYPE USE CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	4,616	LF	$	$
L-108	NO. 1/0 AWG Cu GUARD WIRE	1,154	LF	$	$
L-108	NO. 6 AWG INSULATED STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK, OR CONDUIT	658	LF	$	$
L-108	NO. 4 AWG INSULATED STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK, OR CONDUIT	1,534	LF	$	$
L-108	NO. 2 AWG INSULATED STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK, OR CONDUIT	198	LF	$	$
L-108	NO. 2/0 AWG INSULATED STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK, OR CONDUIT	1,154	LF	$	$
L-115	AIRCRAFT-RATED HANDHOLE (FAA MALSR SYSTEM)	1	EA	$	$
L-125	REINSTALL SALVAGED THRESHOLD BAR FIXTURES ON NEW FOUNDATION	1	LS	$	$
L-125	REINSTALL SALVAGED LIGHT FIXTURES ON NEW EMT FOUNDATIONS	4	EA	$	$

BID SCHEDULE 2, DIVISION 7 TOTAL **$**

BID SCHEDULE 2 TOTAL **$**

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Amount per Item
BID ALTERNATE 1A - GENERAL/CIVIL CONSTRUCTION - BID ALTERNATE (MIDDLE PORTION)					
DIVISION 8: GENERAL/RUNWAY CIVIL CONSTRUCTION					
C-105	MOBILIZATION	1	LS	$	$
C-100	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	1	LS	$	$
C-102	TEMPORARY EROSION CONTROL	1	LS	$	$
P-101	ASPHALT REMOVAL (+/-4")(FULL DEPTH)	23	SY	$	$
P-101	CONCRETE REMOVAL (+/-6")(FULL DEPTH)	130	SY	$	$
P-101	COLD MILLING (+/-10") WITH CONCRETE PAVEMENT (+/-10") REMOVAL (FULL DEPTH)	31,610	SY	$	$
P-101	CONCRETE PAVEMENT (+/-16") WITH ASPHALT PAVEMENT (+/-5") REMOVAL (FULL DEPTH)	361	SY	$	$
P-101	CONCRETE PAVEMENT (+/-13") WITH ASPHALT PAVEMENT (+/-5") REMOVAL (FULL DEPTH)	28	SY	$	$
P-101	REMOVAL OF PIPE AND OTHER BURIED STRUCTURES	1	LS	$	$
P-152	UNCLASSIFIED EXCAVATION	75,900	CY	$	$
P-154	SEPARATION GEOTEXTILE	33,782	SY	$	$
P-154	22" SUBBASE COURSE	20,644	CY	$	$
P-156	12" CEMENT TREATED SUBGRADE	33,782	SY	$	$
P-156	CEMENT	913	TON	$	$
P-219	6" RECYCLED CONCRETE AGGREGATE BASE COURSE	5,630	CY	$	$
P-306	6" LEAN CONCRETE BASE COURSE	32,360	SY	$	$
P-501	13" PORTLAND CEMENT CONCRETE PAVEMENT	32,154	SY	$	$
P-605	JOINT SEALING FILLER	30,255	LF	$	$
P-620	PAVEMENT MARKING (YELLOW)	298	SF	$	$
P-620	PAVEMENT MARKING (BLACK)	584	SF	$	$
P-620	PAVEMENT MARKING (WHITE)	61	SF	$	$
P-620	REFLECTIVE MEDIA	1	LS	$	$

P-621	GROOVING	27,867	SY	$	$
D-701	18" CLASS III RCP	780	LF	$	$
D-701	18" CLASS V RCP	350	LF	$	$
D-701	24" CLASS III RCP	471	LF	$	$
D-701	36"x23" CLASS III ARCH RCP	1,948	LF	$	$
D-701	36"x23" CLASS IV ARCH RCP	556	LF	$	$
D-701	18" RCP END SECTIONS	4	EA	$	$
D-701	36"X23" ARCH RCP END SECTIONS	1	EA	$	$
D-751	48" STORM MANHOLE	6	EA	$	$
D-751	72" STORM MANHOLE	3	EA	$	$
D-751	84" STORM MANHOLE	1	EA	$	$
D-751	108" STORM MANHOLE	1	EA	$	$
D-705	6" PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40 W/SOCK, COMPLETE	3,535	LF	$	$
D-705	6" NON-PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40, COMPLETE	2,374	LF	$	$
D-705	UNDERDRAIN CLEANOUT	14	EA	$	$
D-705	UNDERDRAIN DOUBLE CLEANOUT	4	EA	$	$
D-705	UNDERDRAIN CONNECTION TO STORM SEWER	12	EA	$	$
T-901	SEEDING	29.8	ACRE	$	$
T-905	TOPSOILING (OBTAINED ON SITE OR REMOVED FROM STOCKPILE)	26,309	CY	$	$
T-908	MULCHING	29.8	ACRE	$	$

BID ALTERNATE 1A, DIVISION 8 TOTAL $

DIVISION 9: TAXIWAYS CIVIL CONSTRUCTION

P-101	CONCRETE PAVEMENT (+/-15") WITH CEMENT-TREATED BASE (+/-8") REMOVAL	4,231	SY	$	$
P-100	CONCRETE PAVEMENT (+/-19") REMOVAL	1,667	SY	$	$
P-101	REMOVAL OF PIPE AND OTHER BURIED STRUCTURES	1	LS	$	$
P-152	UNCLASSIFIED EXCAVATION	6,645	CY	$	$
PLAN NOTES	CRUSHED STONE BACKFILL	1,600	CY	$	$
P-154	SEPARATION GEOTEXTILE	8,010	SY	$	$
P-154	22" SUBBASE COURSE	4,950	CY	$	$
P-156	12" CEMENT TREATED SUBGRADE	3,266	SY	$	$
P-156	CEMENT	89	TON	$	$
P-219	6" RECYCLED CONCRETE AGGREGATE BASE COURSE	1,335	CY	$	$
P-306	6" LEAN CONCRETE BASE COURSE	7,382	SY	$	$
P-501	13" PORTLAND CEMENT CONCRETE PAVEMENT	7,291	SY	$	$
P-605	JOINT SEALING FILLER	7,214	LF	$	$
P-620	PAVEMENT MARKING (YELLOW)	700	SF	$	$
P-620	PAVEMENT MARKING (BLACK)	1,286	SF	$	$
P-620	PAVEMENT MARKING (WHITE)	123	SF	$	$

P-620	PAVEMENT MARKING (RED)	409	SF	$	$
P-620	REFLECTIVE MEDIA	1	LS	$	$
D-705	6" PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40 W/SOCK, COMPLETE	1,344	LF	$	$
D-705	6" NON-PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40, COMPLETE	309	LF	$	$
D-705	UNDERDRAIN CONNECTION TO STORM SEWER	6	EA	$	$
T-901	SEEDING	2.3	ACRE	$	$
T-905	TOPSOILING (OBTAINED ON SITE OR REMOVED FROM STOCKPILE)	2,026	CY	$	$
T-908	MULCHING	2.3	ACRE	$	$

BID ALTERNATE 1A, DIVISION 9 TOTAL **$**

BID ALTERNATE 1A TOTAL **$**

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Amount per Item
BID ALTERNATE 1B - ELECTRICAL CONSTRUCTION - BID ALTERNATE (MIDDLE PORTION)					
DIVISION 10: RUNWAY ELECTRICAL CONSTRUCTION					
C-105	MOBILIZATION	1	LS	$	$
NS-003	REMOVE AIRFIELD ELECTRICAL EQUIPMENT	1	LS	$	$
NS-101	LOCATE AND PROTECT EXISTING EQUIPMENT	1	LS	$	$
NS-102	TEMPORARY LIGHTING	1	LS	$	$
L-108	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	6,738	LF	$	$
L-108	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK, OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS/GROUND RODS	5,026	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-1"	150	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-2"	7,282	LF	$	$
NS-110	DIRECTIONAL BORE 1W-2" SCH. 80 HDPE	1,009	LF	$	$
L-110	CONCRETE ENCASED ELECTRICAL DUCT BANK, 4W-2"	383	LF	$	$
L-115	L-867D BASE CAN WITH SOLID LID	8	EA	$	$
L-115	L-867D BASE CAN PLAZA (4 CANS)	4	EA	$	$
L-115	AIRCRAFT-RATED HANDHOLE	2	EA	$	$

L-125	REINSTALL RUNWAY/THRESHOLD EDGE LIGHT ON NEW BASE CAN	16	EA	$	$
L-125	L-858(L) GUIDANCE SIGN, SIZE 3, (OWNER PROVIDED)	3	EA	$	$
L-125	L-858(L) DISTANCE REMAINING SIGN, SIZE 4 (OWNER PROVIDED)	2	EA	$	$
L-125	MISCELLANEOUS LIGHTING EQUIPMENT	1	LS	$	$
NS-800	RWIS SYSTEM INCLUDING RPU, PAVEMENT SENSORS, AND TEMPERATURE PROBE	1	LS	$	$
L-108	NO. 4 AWG, TYPE THWN-2, INSTALLED IN DUCT BANK OR CONDUIT	3,089	LF	$	$
NS-800	TYPE V SENSOR EXTENSION CABLE	8,438	LF	$	$

BID ALTERNATE 1B, DIVISION 10 TOTAL **$**

DIVISION 11: TAXIWAYS ELECTRICAL CONSTRUCTION

L-108	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	5,322	LF	$	$
L-108	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK, OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS/GROUND RODS	4,287	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-2"	3,583	LF	$	$
L-125	L-861T(L) TAXIWAY LIGHT ON NEW BASE CAN	64	EA	$	$
L-125	L-858(L) GUIDANCE SIGN, SIZE 3, (OWNER PROVIDED)	1	EA	$	$

BID ALTERNATE 1B, DIVISION 11 TOTAL **$**

DIVISION 12: NAVAIDS ELECTRICAL CONSTRUCTION

L-107	L-807(L) STYLE I, SIZE 2, WIND CONE AND FOUNDATION, IN PLACE	1	EA	$	$
L-107	SEGMENTED CIRCLE MARKER SYSTEM, IN PLACE	1	LS	$	$
L-107	TRAFFIC PATTERN INDICATOR SYSTEM IN PLACE	1	LS	$	$
L-108	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	1,630	LF	$	$
L-108	NO. 8 AWG TYPE THWN-2 CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	2,877	LF	$	$
L-108	NO. 8 AWG INSULATED STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK, OR CONDUIT	1,439	LF		
L-110	CONCRETE ENCASED ELECTRICAL DUCT BANK, 4W-2"	816	LF	$	$
L-115	L-867D BASE CAN PLAZA (4 CANS)	1	EA	$	$

BID ALTERNATE 1B, DIVISION 12 TOTAL **$**

BID ALTERNATE 1B TOTAL **$**

BID SCHEDULE 3 - COMBINED GENERAL/CIVIL/ELECTRICAL CONSTRUCTION - BASE BID (SOUTH PORTION)

DIVISION 13: GENERAL/RUNWAY CIVIL CONSTRUCTION

C-105	MOBILIZATION	1	LS	$	$
NS-001	AIRFIELD SAFETY & TRAFFIC CONTROL	1	LS	$	$
C-100	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	1	LS	$	$
C-102	TEMPORARY EROSION CONTROL	1	LS	$	$
NS-002	MAINTENACE AND RESTORATION OF HAUL ROADS & STAGING AREA	1	LS	$	$
P-101	COLD MILLING (+/-6")(FULL DEPTH)	370	SY	$	$
P-101	COLD MILLING (+/-8")(FULL DEPTH)	4,379	SY	$	$
P-101	COLD MILLING (+/-10") WITH CONCRETE PAVEMENT(+/-10") REMOVAL (FULL DEPTH)	25,771	SY	$	$
P-101	COLD MILLING (+/-36") (FULL DEPTH)	14,108	SY	$	$
P-101	REMOVAL OF PIPE AND OTHER BURIED STRUCTURES	1	LS	$	$
P-152	UNCLASSIFIED EXCAVATION	126,036	CY	$	$
P-152	BORROW EXCAVATION (ON-SITE)	24,000	CY	$	$
P-154	SEPARATION GEOTEXTILE	46,743	SY	$	$
P-154	30.5" SUBBASE COURSE	4,004	CY	$	$
P-154	22" SUBBASE COURSE	25,677	CY	$	$
P-156	12" CEMENT TREATED SUBGRADE	46,743	SY	$	$
P-156	CEMENT	1,263	TON	$	$
P-219	6" RECYCLED CONCRETE AGGREGATE BASE COURSE	7,790	CY	$	$
P-306	6" LEAN CONCRETE BASE COURSE	40,253	SY	$	$
P-501	10.5" PORTLAND CEMENT CONCRETE PAVEMENT	4,444	SY	$	$
P-501	13" PORTLAND CEMENT CONCRETE PAVEMENT	40,001	SY	$	$
P-605	JOINT SEALING FILLER	42,614	LF	$	$
P-620	MARKING OBLITERATION (BASE BID ONLY)	31,036	SF	$	$

P-620	TEMPORARY PAVEMENT MARKING (BASE BID ONLY)	1	LS	$	$
P-620	PAVEMENT MARKING (YELLOW)	4,117	SF	$	$
P-620	PAVEMENT MARKING (BLACK)	13,222	SF	$	$
P-620	PAVEMENT MARKING (WHITE)	64,560	SF	$	$
P-620	REFLECTIVE MEDIA	1	LS	$	$
P-621	GROOVING	34,667	SY	$	$
D-701	18" CLASS III RCP	25	LF	$	$
D-701	18" CLASS V RCP	689	LF	$	$
D-701	30" CLASS V RCP	94	LF	$	$
D-701	36"x23" CLASS III ARCH RCP	1,827	LF	$	$
D-701	36"x23" CLASS IV ARCH RCP	412	LF	$	$
D-701	18" RCP END SECTIONS	10	EA	$	$
D-701	30" RCP END SECTIONS	4	EA	$	$
D-701	36"x23" ARCH RCP END SECTIONS	2	EA	$	$
D-751	48" STORM MANHOLE	1	EA	$	$
D-751	60" STORM MANHOLE	2	EA	$	$
D-751	72" STORM MANHOLE	3	EA	$	$
D-751	84" STORM MANHOLE	1	EA	$	$

D-705	6" PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40 W/SOCK, COMPLETE	4,452	LF	$	$
D-705	6" NON-PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40, COMPLETE	1,376	LF	$	$
D-705	6" NON-PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 80, COMPLETE	473	LF	$	$
D-705	UNDERDRAIN CLEANOUT	8	EA	$	$
D-705	UNDERDRAIN DOUBLE CLEANOUT	4	EA	$	$
D-705	UNDERDRAIN CONCRETE HEADWALL, COMPLETE	1	EA	$	$
D-705	UNDERDRAIN CONNECTION TO STORM SEWER	7	EA	$	$
T-901	SEEDING	77.2	ACRE	$	$
T-905	TOPSOILING (OBTAINED ON SITE OR REMOVED FROM STOCKPILE)	68,223	CY		
T-908	MULCHING	77.2	ACRE	$	$

BID SCHEDULE 3, DIVISION 13 TOTAL **$**

DIVISION 14: TAXIWAYs CIVIL CONSTRUCTION

P-101	CONCRETE PAVEMENT (+/-15") WITH CEMENT-TREATED BASE (+/-8") REMOVAL (FULL DEPTH)	7,530	SY	$	$
P-101	REMOVAL OF PIPE AND OTHER BURIED STRUCTURES	1	LS	$	$
P-152	UNCLASSIFIED EXCAVATION	6,811	CY	$	$
P-154	SEPARATION GEOTEXTILE	7,059	SY	$	$
P-154	22" SUBBASE COURSE	4,314	CY	$	$
P-156	12" CEMENT TREATED SUBGRADE	7,059	SY	$	$
P-156	CEMENT	191	TON	$	$
P-219	6" RECYCLED CONCRETE AGGREGATE BASE COURSE	1,177	CY	$	$
P-306	6" LEAN CONCRETE BASE COURSE	6,602	SY	$	$
P-501	13" PORTLAND CEMENT CONCRETE PAVEMENT	6,535	SY	$	$
P-605	JOINT SEALING FILLER	6,726	LF	$	$
P-620	MARKING OBLITERATION	3,957	SF	$	$
P-620	PAVEMENT MARKING (YELLOW)	2,243	SF	$	$
P-620	PAVEMENT MARKING (BLACK)	4,273	SF	$	$
P-620	PAVEMENT MARKING (WHITE)	374	SF	$	$
P-620	PAVEMENT MARKING (RED)	1,118	SF	$	$
P-620	REFLECTIVE MEDIA	1	LS	$	$
D-705	6" PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40 W/SOCK, COMPLETE	1,276	LF	$	$
D-705	6" NON-PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40, COMPLETE	147	LF	$	$
D-705	6" NON-PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 80, COMPLETE	200	LF	$	$

D-705	UNDERDRAIN CLEANOUT	4	EA	$	$
D-705	UNDERDRAIN CONNECTION TO STORM SEWER	2	EA	$	$
T-901	SEEDING	1.6	ACRE	$	$
T-905	TOPSOILING (OBTAINED ON SITE OR REMOVED FROM STOCKPILE)	1,384	CY	$	$
T-908	MULCHING	1.6	ACRE	$	$

BID SCHEDULE 3, DIVISION 14 TOTAL **$**

DIVISION 15: GRAVEL SERVICE ROAD CIVIL CONSTRUCTION

P-152	UNCLASSIFIED EXCAVATION	11,326	CY	$	$
P-154	SEPARATION GEOTEXTILE	29,808	SY	$	$
NS-004	12" BITUMINOUS MILLING SURFACE COURSE	7,387	CY	$	$
NS-302	12" AGGREGATE SURFACE COURSE, CL 13	2,283	CY	$	$
NS-302	6" AGGREGATE BASE COURSE, CL 5	133	CY	$	$
P-501	6" CEMENT CONCRETE PAVEMENT	800	SY	$	$
P-605	JOINT SEALING FILLER	900	LF	$	$
P-620	PAVEMENT MARKING (WHITE)	48	SF	$	$
NS-754	TWO-DIRECTION LARGE ARROW SIGN	2	EA	$	$
NS-754	CHEVRON ALIGNMENT SIGN (2 SIGNS)	21	EA	$	$
NS-754	STOP SIGN	2	EA	$	$
NS-754	DO NOT PROCEED - CONTACT ATC SIGN	2	EA	$	$

BID SCHEDULE 3, DIVISION 15 TOTAL **$**

DIVISION 16: GENERAL/RUNWAY ELECTRICAL CONSTRUCTION

NS-003	REMOVE AIRFIELD ELECTRICAL EQUIPMENT	1	LS	$	$
NS-101	LOCATE AND PROTECT EXISTING EQUIPMENT	1	LS	$	$
NS-102	TEMPORARY LIGHTING	1	LS	$	$
L-108	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	7,718	LF	$	$
L-108	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK, OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS/GROUND RODS	6,532	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-1"	75	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-2"	8,759	LF	$	$
L-110	CONCRETE ENCASED ELECTRICAL DUCT BANK, 4W-2"	380	LF	$	$
L-115	L-867D BASE CAN WITH SOLID LID	7	EA	$	$
L-115	L-867D BASE CAN PLAZA (4 CANS)	4	EA	$	$
L-125	REINSTALL RUNWAY/THRESHOLD EDGE LIGHT ON NEW BASE CAN	32	EA	$	$
L-125	L-858(L) GUIDANCE SIGN, SIZE 3 (OWNER PROVIDED)	7	EA	$	$
L-125	L-858(L) DISTANCE REMAINING SIGN, SIZE 4 (OWNER PROVIDED)	2	EA	$	$
L-125	L-858 UNLIGHTED GUIDANCE SIGN	3	EA	$	$
L-125	MISCELLANEOUS LIGHTING EQUIPMENT	1	LS	$	$

BID SCHEDULE 3, DIVISION 16 TOTAL **$**

DIVISION 17: TAXIWAYS ELECTRICAL CONSTRUCTION

L-108	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	4,304	LF	$	$
L-108	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK, OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS/GROUND RODS	2,781	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-2"	2,739	LF	$	$
L-125	L-861T(L) TAXIWAY LIGHT ON EXISTING BASE CAN	208	EA	$	$
L-125	L-861T(L) TAXIWAY LIGHT ON NEW BASE CAN	47	EA	$	$
L-125	RENUMBER EXISTING TAXIWAY EDGE LIGHT	1	LS	$	$
L-125	L-858(L) GUIDANCE SIGN, SIZE 3 (OWNER PROVIDED)	7	EA	$	$
L-125	INSTALL SALVAGED L-858 GUIDANCE SIGN ON NEW PAD	1	EA	$	$
L-125	SIGN PANEL REPLACEMENT	3	EA (SIGN)	$	$
L-115	L-867B BASE CAN WITH SOLID LID	1	EA	$	$

BID SCHEDULE 3, DIVISION 17 TOTAL **$**

DIVISION 18: NAVAIDS ELECTRICAL CONSTRUCTION

L-107	L-806(L) STYLE I, SIZE 1, WIND CONE AND FOUNDATION, IN PLACE	1	EA	$	$
L-108	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	5,929	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-2"	2,964	LF	$	$
L-115	L-867D BASE CAN WITH SOLID LID	5	EA	$	$
L-125	INSTALL L-880(L) PAPI UNIT (OWNER PROVIDED)	1	EA (SET)	$	$

BID SCHEDULE 3, DIVISION 18 TOTAL **$**

DIVISION 19: MALSR ELECTRICAL CONSTRUCTION

NS-003	REMOVE AND SALVAGE EXISTING MALSR LIGHT FIXTURES	1	LS	$	$
L-108	NO. 6 AWG, TYPE USE CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	1,317	LF	$	$
L-108	NO. 4 AWG, TYPE USE CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	3,069	LF	$	$
L-108	NO. 2 AWG, TYPE USE CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	794	LF	$	$
L-108	NO. 2/0 AWG, TYPE USE CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	4,616	LF	$	$
L-108	NO. 1/0 AWG Cu GUARD WIRE	1,154	LF	$	$
L-108	NO. 6 AWG INSULATED STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK, OR CONDUIT	658	LF	$	$
L-108	NO. 4 AWG INSULATED STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK, OR CONDUIT	1,534	LF	$	$
L-108	NO. 2 AWG INSULATED STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK, OR CONDUIT	198	LF	$	$
L-108	NO. 2/0 AWG INSULATED STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK, OR CONDUIT	1,154	LF	$	$
L-115	AIRCRAFT-RATED HANDHOLE (FAA MALSR SYSTEM)	1	EA	$	$
L-125	REINSTALL SALVAGED THRESHOLD BAR FIXTURES ON NEW FOUNDATION	1	LS	$	$
L-125	REINSTALL SALVAGED LIGHT FIXTURES ON NEW EMT FOUNDATIONS	4	EA	$	$

BID SCHEDULE 3, DIVISION 19 TOTAL **$**

BID SCHEDULE 3 TOTAL **$**

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Total Amount per Item
BID ALTERNATE 1C - COMBINED GENERAL/CIVIL/ELECTRICAL CONSTRUCTION - BID ALTERNATE (MIDDLE PORTION)					
DIVISION 20: GENERAL/RUNWAY CIVIL CONSTRUCTION					
C-105	MOBILIZATION	1	LS	$	$
C-100	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	1	LS	$	$
C-102	TEMPORARY EROSION CONTROL	1	LS	$	$
P-101	ASPHALT REMOVAL (+/-4")(FULL DEPTH)	23	SY	$	$
P-101	CONCRETE REMOVAL (+/-6")(FULL DEPTH)	130	SY	$	$
P-101	COLD MILLING (+/-10") WITH CONCRETE PAVEMENT (+/-10") REMOVAL (FULL DEPTH)	31,610	SY	$	$
P-101	CONCRETE PAVEMENT (+/-16") WITH ASPHALT PAVEMENT (+/-5") REMOVAL (FULL DEPTH)	361	SY	$	$
P-101	CONCRETE PAVEMENT (+/-13") WITH ASPHALT PAVEMENT (+/-5") REMOVAL (FULL DEPTH)	28	SY	$	$
P-101	REMOVAL OF PIPE AND OTHER BURIED STRUCTURES	1	LS	$	$
P-152	UNCLASSIFIED EXCAVATION	75,900	CY	$	$
P-154	SEPARATION GEOTEXTILE	33,782	SY	$	$
P-154	22" SUBBASE COURSE	20,644	CY	$	$
P-156	12" CEMENT TREATED SUBGRADE	33,782	SY	$	$
P-156	CEMENT	913	TON	$	$
P-219	6" RECYCLED CONCRETE AGGREGATE BASE COURSE	5,630	CY	$	$
P-306	6" LEAN CONCRETE BASE COURSE	32,360	SY	$	$
P-501	13" PORTLAND CEMENT CONCRETE PAVEMENT	32,154	SY	$	$
P-605	JOINT SEALING FILLER	30,255	LF	$	$
P-620	PAVEMENT MARKING (YELLOW)	298	SF	$	$
P-620	PAVEMENT MARKING (BLACK)	584	SF	$	$
P-620	PAVEMENT MARKING (WHITE)	61	SF	$	$
P-620	REFLECTIVE MEDIA	1	LS	$	$

P-621	GROOVING	27,867	SY	$	$
D-701	18" CLASS III RCP	780	LF	$	$

D-701	18" CLASS V RCP	350	LF	$	$
D-701	24" CLASS III RCP	471	LF	$	$
D-701	36"x23" CLASS III ARCH RCP	1,948	LF	$	$
D-701	36"x23" CLASS IV ARCH RCP	556	LF	$	$
D-701	18" RCP END SECTIONS	4	EA	$	$
D-701	36"X23" ARCH RCP END SECTIONS	1	EA	$	$
D-751	48" STORM MANHOLE	6	EA	$	$
D-751	72" STORM MANHOLE	3	EA	$	$
D-751	84" STORM MANHOLE	1	EA	$	$
D-751	108" STORM MANHOLE	1	EA	$	$
D-705	6" PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40 W/SOCK, COMPLETE	3,535	LF	$	$
D-705	6" NON-PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40, COMPLETE	2,374	LF	$	$
D-705	UNDERDRAIN CLEANOUT	14	EA	$	$
D-705	UNDERDRAIN DOUBLE CLEANOUT	4	EA	$	$
D-705	UNDERDRAIN CONNECTION TO STORM SEWER	12	EA	$	$
T-901	SEEDING	29.8	ACRE	$	$
T-905	TOPSOILING (OBTAINED ON SITE OR REMOVED FROM STOCKPILE)	26,309	CY	$	$
T-908	MULCHING	29.8	ACRE	$	$

BID ALTERNATE 1C, DIVISION 20 TOTAL **$**

DIVISION 21: TAXIWAYS CIVIL CONSTRUCTION

P-101	CONCRETE PAVEMENT (+/-15") WITH CEMENT-TREATED BASE (+/-8") REMOVAL	4,231	SY	$	$
P-100	CONCRETE PAVEMENT (+/-19") REMOVAL	1,667	SY	$	$
P-101	REMOVAL OF PIPE AND OTHER BURIED STRUCTURES	1	LS	$	$
P-152	UNCLASSIFIED EXCAVATION	6,645	CY	$	$
PLAN NOTES	CRUSHED STONE BACKFILL	1,600	CY	$	$
P-154	SEPARATION GEOTEXTILE	8,010	SY	$	$
P-154	22" SUBBASE COURSE	4,950	CY	$	$
P-156	12" CEMENT TREATED SUBGRADE	3,266	SY	$	$
P-156	CEMENT	89	TON	$	$
P-219	6" RECYCLED CONCRETE AGGREGATE BASE COURSE	1,335	CY	$	$
P-306	6" LEAN CONCRETE BASE COURSE	7,382	SY	$	$
P-501	13" PORTLAND CEMENT CONCRETE PAVEMENT	7,291	SY	$	$
P-605	JOINT SEALING FILLER	7,214	LF	$	$

P-620	PAVEMENT MARKING (YELLOW)	700	SF	$	$
P-620	PAVEMENT MARKING (BLACK)	1,286	SF	$	$
P-620	PAVEMENT MARKING (WHITE)	123	SF	$	$
P-620	PAVEMENT MARKING (RED)	409	SF	$	$
P-620	REFLECTIVE MEDIA	1	LS	$	$
D-705	6" PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40 W/SOCK, COMPLETE	1,344	LF	$	$
D-705	6" NON-PERFORATED PVC UNDERDRAIN PIPE - SCHEDULE 40, COMPLETE	309	LF	$	$
D-705	UNDERDRAIN CONNECTION TO STORM SEWER	6	EA	$	$
T-901	SEEDING	2.3	ACRE	$	$
T-905	TOPSOILING (OBTAINED ON SITE OR REMOVED FROM STOCKPILE)	2,026	CY	$	$
T-908	MULCHING	2.3	ACRE	$	$

BID ALTERNATE 1C, DIVISION 21 TOTAL **$**

DIVISION 22: RUNWAY ELECTRICAL CONSTRUCTION

NS-003	REMOVE AIRFIELD ELECTRICAL EQUIPMENT	1	LS	$	$
NS-101	LOCATE AND PROTECT EXISTING EQUIPMENT	1	LS	$	$
NS-102	TEMPORARY LIGHTING	1	LS	$	$
L-108	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	6,738	LF	$	$
L-108	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK, OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS/GROUND RODS	5,026	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-1"	150	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-2"	7,282	LF	$	$
NS-110	DIRECTIONAL BORE 1W-2" SCH. 80 HDPE	1,009	LF	$	$
L-110	CONCRETE ENCASED ELECTRICAL DUCT BANK, 4W-2"	383	LF	$	$
L-115	L-867D BASE CAN WITH SOLID LID	8	EA	$	$
L-115	L-867D BASE CAN PLAZA (4 CANS)	4	EA	$	$
L-115	AIRCRAFT-RATED HANDHOLE	2	EA	$	$
L-125	REINSTALL RUNWAY/THRESHOLD EDGE LIGHT ON NEW BASE CAN	16	EA	$	$
L-125	L-858(L) GUIDANCE SIGN, SIZE 3, (OWNER PROVIDED)	3	EA	$	$
L-125	L-858(L) DISTANCE REMAINING SIGN, SIZE 4 (OWNER PROVIDED)	2	EA	$	$
L-125	MISCELLANEOUS LIGHTING EQUIPMENT	1	LS	$	$
NS-800	RWIS SYSTEM INCLUDING RPU, PAVEMENT SENSORS, AND TEMPERATURE PROBE	1	LS	$	$
L-108	NO. 4 AWG, TYPE THWN-2, INSTALLED IN DUCT BANK OR CONDUIT	3,089	LF	$	$
NS-800	TYPE V SENSOR EXTENSION CABLE	8,438	LF	$	$

BID ALTERNATE 1B, DIVISION 22 TOTAL **$** _____

DIVISION 23: TAXIWAYS ELECTRICAL CONSTRUCTION

L-108	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	5,322	LF	$	$
L-108	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK, OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS/GROUND RODS	4,287	LF	$	$
L-110	NON-ENCASED ELECTRICAL CONDUIT, 1W-2"	3,583	LF	$	$
L-125	L-861T(L) TAXIWAY LIGHT ON NEW BASE CAN	64	EA	$	$
L-125	L-858(L) GUIDANCE SIGN, SIZE 3, (OWNER PROVIDED)	1	EA	$	$

BID ALTERNATE 1C, DIVISION 23 TOTAL **$**

DIVISION 24: NAVAIDS ELECTRICAL CONSTRUCTION

L-107	L-807(L) STYLE I, SIZE 2, WIND CONE AND FOUNDATION, IN PLACE	1	EA	$	$
L-107	SEGMENTED CIRCLE MARKER SYSTEM, IN PLACE	1	LS	$	$
L-107	TRAFFIC PATTERN INDICATOR SYSTEM IN PLACE	1	LS	$	$
L-108	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	1,630	LF	$	$
L-108	NO. 8 AWG TYPE THWN-2 CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	2,877	LF	$	$
L-108	NO. 8 AWG INSULATED STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK, OR CONDUIT	1,439	LF	$	$
L-110	CONCRETE ENCASED ELECTRICAL DUCT BANK, 4W-2"	816	LF	$	$
L-115	L-867D BASE CAN PLAZA (4 CANS)	1	EA	$	$

BID ALTERNATE 1C, DIVISION 24 TOTAL **$**

BID ALTERNATE 1C TOTAL **$**

BID SUMMARY

MULTIPLE PRIME BIDDERS		
BID SCHEDULE 1	GENERAL/CIVIL CONSTRUCTION - BASE BID (SOUTH PORTION)	$
BID SCHEDULE 2	ELECTRICAL CONSTRUCTION - BASE BID (SOUTH PORTION)	$
BID ALTERNATE 1A	GENERAL/CIVIL CONSTRUCTION - BID ALTERNATE (MIDDLE PORTION)	$
BID ALTERNATE 1B	ELECTRICAL CONSTRUCTION - BID ALTERNATE (MIDDLE PORTION)	$

SINGLE PRIME BIDDER		
BID SCHEDULE 3	COMBINED GENERAL/CIVIL/ELECTRICAL CONSTRUCTION - BASE BID (SOUTH PORTION)	$
BID ALTERNATE 1C	COMBINED GENERAL/CIVIL/ELECTRICAL CONSTRUCTION - BID ALTERNATE (MIDDLE PORTION)	$

Name of Bidder (Typed or Printed) _____

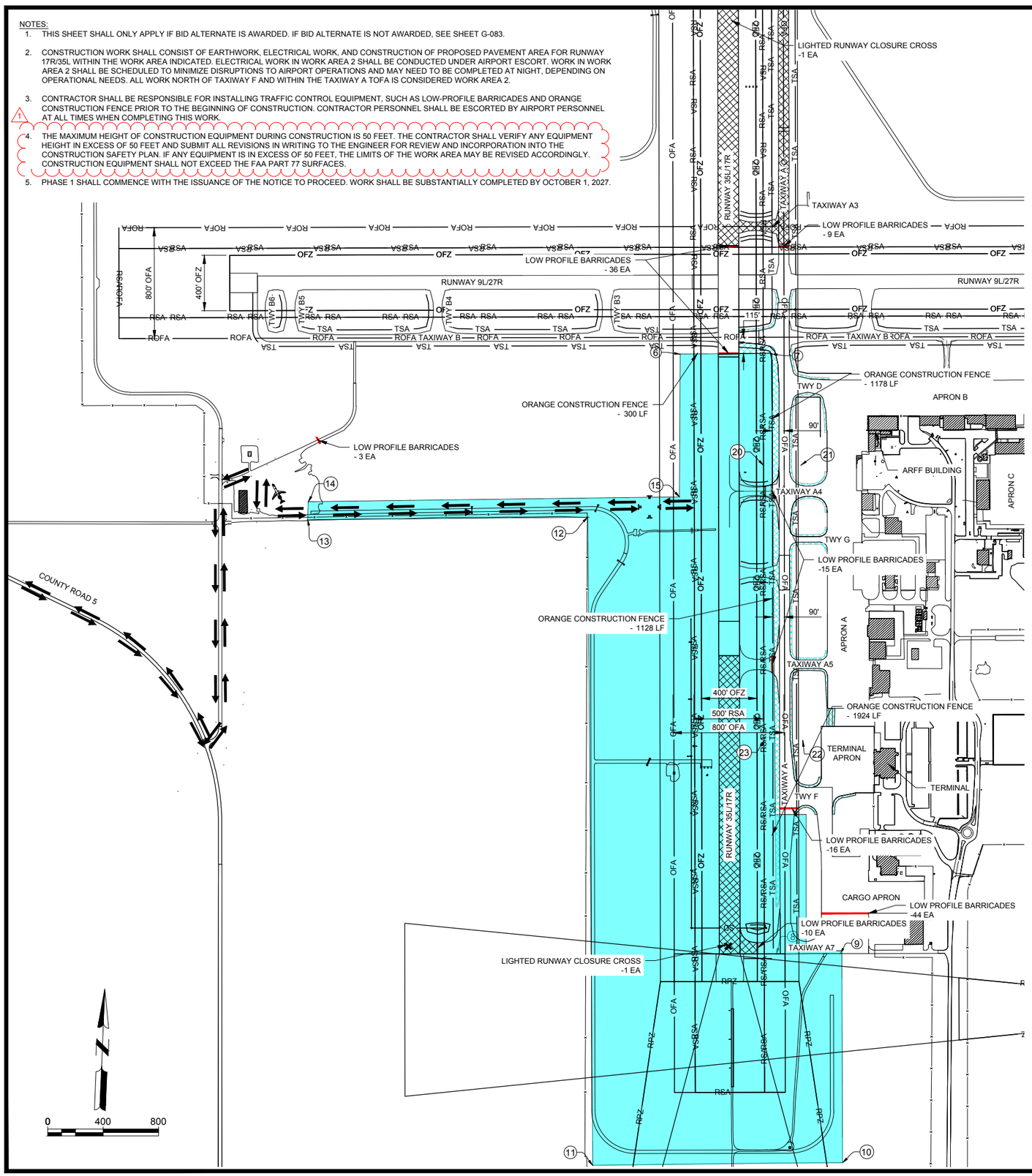
Signature of Bidder (Same as Proposal Form) _____

Title _____

END OF BID SCHEDULE

NOTES:

1. THIS SHEET SHALL ONLY APPLY IF BID ALTERNATE IS AWARDED. IF BID ALTERNATE IS NOT AWARDED, SEE SHEET G-083.
2. CONSTRUCTION WORK SHALL CONSIST OF EARTHWORK, ELECTRICAL WORK, AND CONSTRUCTION OF PROPOSED PAVEMENT AREA FOR RUNWAY 17R/35L WITHIN THE WORK AREA INDICATED. ELECTRICAL WORK IN WORK AREA 2 SHALL BE CONDUCTED UNDER AIRPORT ESCORT. WORK IN WORK AREA 2 SHALL BE SCHEDULED TO MINIMIZE DISRUPTIONS TO AIRPORT OPERATIONS AND MAY NEED TO BE COMPLETED AT NIGHT, DEPENDING ON OPERATIONAL NEEDS. ALL WORK NORTH OF TAXIWAY F AND WITHIN THE TAXIWAY A TOFA IS CONSIDERED WORK AREA 2.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING TRAFFIC CONTROL EQUIPMENT, SUCH AS LOW-PROFILE BARRICADES AND ORANGE CONSTRUCTION FENCE PRIOR TO THE BEGINNING OF CONSTRUCTION. CONTRACTOR PERSONNEL SHALL BE ESCORTED BY AIRPORT PERSONNEL AT ALL TIMES WHEN COMPLETING THIS WORK.
4. THE MAXIMUM HEIGHT OF CONSTRUCTION EQUIPMENT DURING CONSTRUCTION IS 50 FEET. THE CONTRACTOR SHALL VERIFY ANY EQUIPMENT HEIGHT IN EXCESS OF 50 FEET AND SUBMIT ALL REVISIONS IN WRITING TO THE ENGINEER FOR REVIEW AND INCORPORATION INTO THE CONSTRUCTION SAFETY PLAN. IF ANY EQUIPMENT IS IN EXCESS OF 50 FEET, THE LIMITS OF THE WORK AREA MAY BE REVISED ACCORDINGLY. CONSTRUCTION EQUIPMENT SHALL NOT EXCEED THE FAA PART 77 SURFACES.
5. PHASE 1 SHALL COMMENCE WITH THE ISSUANCE OF THE NOTICE TO PROCEED. WORK SHALL BE SUBSTANTIALLY COMPLETED BY OCTOBER 1, 2027.



AIRFIELD DIMENSIONS

RUNWAY 17R/35L (CLOSED)	
RUNWAY SAFETY AREA (RSA)	500'
RUNWAY OBJECT FREE AREA (ROFA)	800'
OBJECT FREE ZONE (OFZ)	400'
RUNWAY 9L/27R	
RUNWAY SAFETY AREA (RSA)	500'
RUNWAY OBJECT FREE AREA (ROFA)	800'
OBJECT FREE ZONE (OFZ)	400'
RUNWAY 17L/35R	
RUNWAY SAFETY AREA (RSA)	120'
RUNWAY OBJECT FREE AREA (ROFA)	400'
OBJECT FREE ZONE (OFZ)	250'
RUNWAY 9R/27L	
RUNWAY SAFETY AREA (RSA)	120'
RUNWAY OBJECT FREE AREA (ROFA)	400'
OBJECT FREE ZONE (OFZ)	250'
TAXIWAYS A, A1, A2, A3, A4, A5, D	
TAXIWAY SAFETY AREA (TSA)	171'
TAXIWAY OBJECT FREE AREA (TOFA)	259'
TAXIWAYS B, B1, B2	
TAXIWAY SAFETY AREA (TSA)	118'
TAXIWAY OBJECT FREE AREA (TOFA)	171'

AIRFIELD TRAFFIC CONTROL QUANTITIES - BID ALTERNATE

STAGING AREA	
BARRICADES	3 EA
ORANGE CONSTRUCTION FENCE	1,967 LF
"TRUCKS ENTERING AHEAD" SIGN	2 EA
CONSTRUCTION PHASE	
LOW PROFILE BARRICADES	148 EA
ORANGE CONSTRUCTION FENCE	4,530 LF
LIGHTED RUNWAY CLOSURE CROSS	2 EA

CLOSED AIRFIELD SURFACES

RUNWAY 17R/35L
TAXIWAY A (NORTH OF 9L/27R)
TAXIWAY A3, A4 & A5 (WEST OF TAXIWAY A)

DISABLED AIRFIELD CIRCUITS

RUNWAY 17R/35L (R1)
TAXIWAY A (NORTH) (T1)
RUNWAY 17R PAPI (PAPI 17R)
RUNWAY 35L PAPI (35L PAPI)

LEGEND:

- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- RPZ — RUNWAY PROTECTION ZONE
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- OFZ — OBSTACLE FREE ZONE
- HAUL ROUTE
- ORANGE CONSTRUCTION FENCE
- PHASE 1 PROJECT AREA - WORK AREA 1
- PHASE 1 PROJECT AREA - WORK AREA 2
- PAVEMENT AREAS CLOSED TO AIR TRAFFIC - PHASE 1

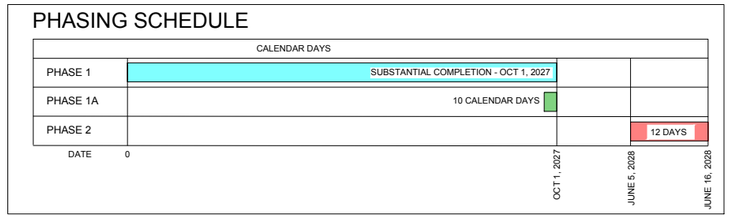
RUNWAY END COORDINATES

	LATITUDE	LONGITUDE	ELEVATION
RUNWAY 17R	47°57'33.28"	97°10'52.41"	843.0'
RUNWAY 35L	47°56'20.74"	97°10'52.46"	844.6'
RUNWAY 9L	47°57'08.61"	97°11'42.37"	845.1'
RUNWAY 27R	47°57'08.61"	97°10'03.94"	842.7'
RUNWAY 17L	47°57'04.86"	97°09'58.36"	841.9'
RUNWAY 35R	47°56'26.36"	97°09'58.40"	843.4'
RUNWAY 9R	47°56'16.77"	97°10'10.53"	843.7'
RUNWAY 27L	47°56'16.75"	97°09'22.06"	843.6'

CONSTRUCTION SAFETY PHASING PLAN POINTS

Point #	Description	Latitude	Longitude	Elevation
6	PHASE 1 CONSTRUCTION LIMITS	N47°57'03.47"	W97°10'57.57"	834.7
7	PHASE 1 CONSTRUCTION LIMITS	N47°57'03.47"	W97°10'47.88"	838.0
8	PHASE 1 CONSTRUCTION LIMITS	N47°56'20.74"	W97°10'47.50"	842.0
9	PHASE 1 CONSTRUCTION LIMITS	N47°56'20.74"	W97°10'40.73"	842.8
10	PHASE 1 CONSTRUCTION LIMITS	N47°56'05.85"	W97°10'40.54"	840.7
11	PHASE 1 CONSTRUCTION LIMITS	N47°56'05.70"	W97°11'07.02"	841.9
12	PHASE 1 CONSTRUCTION LIMITS	N47°56'51.87"	W97°11'07.40"	841.0
13	PHASE 1 CONSTRUCTION LIMITS	N47°56'51.74"	W97°11'37.10"	842.3
14	PHASE 1 CONSTRUCTION LIMITS	N47°56'53.01"	W97°11'37.02"	843.9
15	PHASE 1 CONSTRUCTION LIMITS	N47°56'53.30"	W97°10'57.67"	837.8

PHASING SCHEDULE



REGISTERED PROFESSIONAL ENGINEER
JOSHUA BRELJE
PE-28334
DATE 06/02/2026
NORTH DAKOTA

Mead & Hunt
Mead and Hunt, Inc.
2505 N University Drive, Suite 100
Fargo, ND 58102
phone: 701-566-6450
meadhunt.com

GFK Grand Forks International Airport

GRAND FORKS INTERNATIONAL AIRPORT
RECONSTRUCT RUNWAY 17R/35L - SOUTH PORTION

2301 AIRPORT DRIVE
GRAND FORKS, NORTH DAKOTA

ISSUED
ADDENDUM 1 06/02/2026

ISSUED FOR BID

M&H NO.: 0719500-240276.01
DATE: MAY 19, 2026
DESIGNED BY: JAB
DRAWN BY: PDC
CHECKED BY: JAB
DO NOT SCALE DRAWINGS

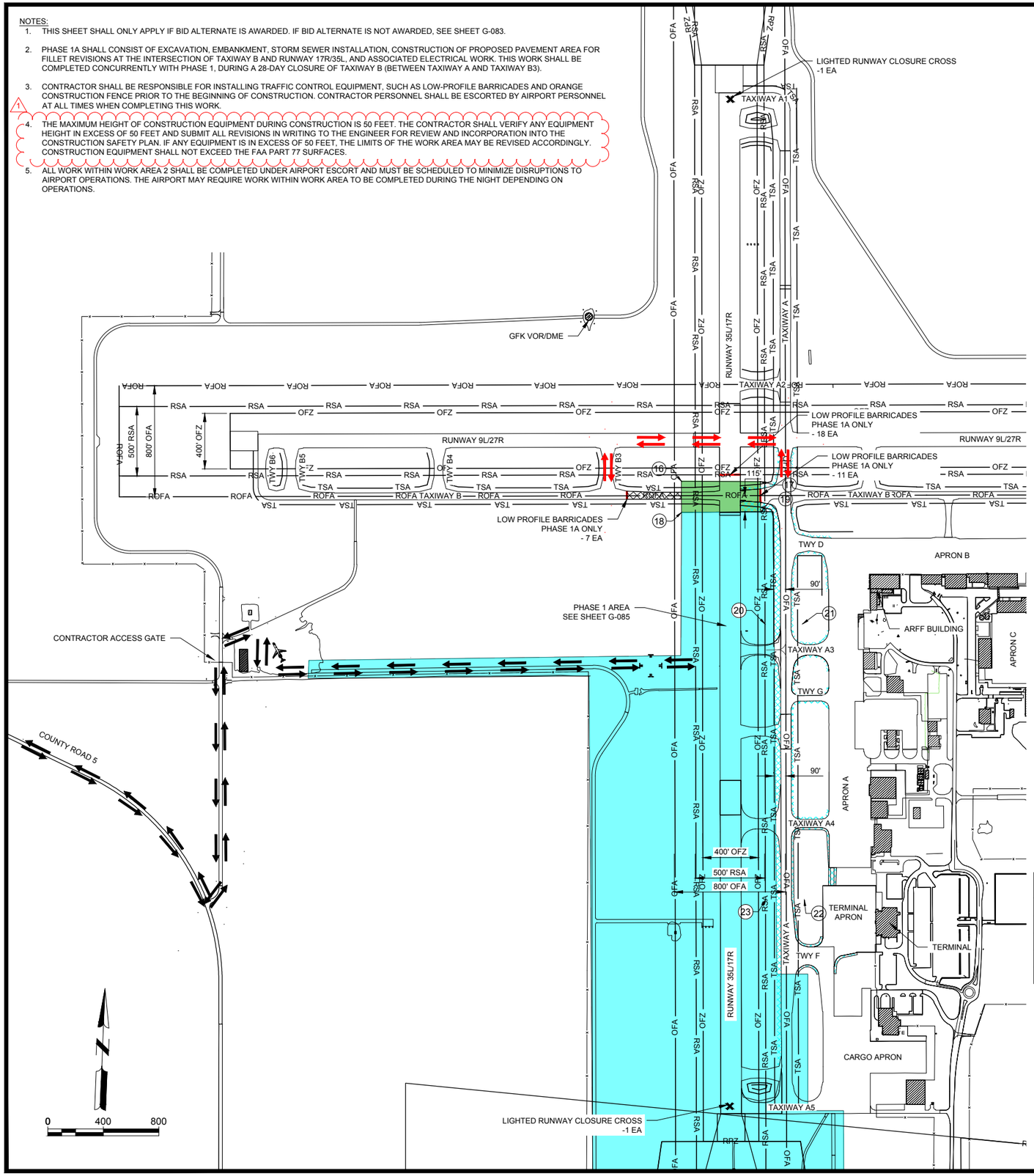
SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN - PHASE 1 - BID ALTERNATE

SHEET NO.
G-086

X:\0719500\240276.01\TECH\CAD\DRAWINGS\COMBINED SOUTH AND MIDDLE PHASE - RELOCATED TAXIWAY\G-081 CONSTRUCTION OPERATIONS AND PHASING PLAN - MIDDLE SECTION_RELOCATEDTAXIWAY.DWG
6/2/2026 9:33:49 AM

NOTES:

1. THIS SHEET SHALL ONLY APPLY IF BID ALTERNATE IS AWARDED. IF BID ALTERNATE IS NOT AWARDED, SEE SHEET G-083.
2. PHASE 1A SHALL CONSIST OF EXCAVATION, EMBANKMENT, STORM SEWER INSTALLATION, CONSTRUCTION OF PROPOSED PAVEMENT AREA FOR FILLET REVISIONS AT THE INTERSECTION OF TAXIWAY B AND RUNWAY 17R/35L, AND ASSOCIATED ELECTRICAL WORK. THIS WORK SHALL BE COMPLETED CONCURRENTLY WITH PHASE 1, DURING A 28-DAY CLOSURE OF TAXIWAY B (BETWEEN TAXIWAY A AND TAXIWAY B3).
3. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING TRAFFIC CONTROL EQUIPMENT, SUCH AS LOW-PROFILE BARRICADES AND ORANGE CONSTRUCTION FENCE PRIOR TO THE BEGINNING OF CONSTRUCTION. CONTRACTOR PERSONNEL SHALL BE ESCORTED BY AIRPORT PERSONNEL AT ALL TIMES WHEN COMPLETING THIS WORK.
4. THE MAXIMUM HEIGHT OF CONSTRUCTION EQUIPMENT DURING CONSTRUCTION IS 50 FEET. THE CONTRACTOR SHALL VERIFY ANY EQUIPMENT HEIGHT IN EXCESS OF 50 FEET AND SUBMIT ALL REVISIONS IN WRITING TO THE ENGINEER FOR REVIEW AND INCORPORATION INTO THE CONSTRUCTION SAFETY PLAN. IF ANY EQUIPMENT IS IN EXCESS OF 50 FEET, THE LIMITS OF THE WORK AREA MAY BE REVISED ACCORDINGLY. CONSTRUCTION EQUIPMENT SHALL NOT EXCEED THE FAA PART 77 SURFACES.
5. ALL WORK WITHIN WORK AREA 2 SHALL BE COMPLETED UNDER AIRPORT ESCORT AND MUST BE SCHEDULED TO MINIMIZE DISRUPTIONS TO AIRPORT OPERATIONS. THE AIRPORT MAY REQUIRE WORK WITHIN WORK AREA TO BE COMPLETED DURING THE NIGHT DEPENDING ON OPERATIONS.



AIRFIELD DIMENSIONS	
RUNWAY 17R/35L (CLOSED)	
RUNWAY SAFETY AREA (RSA)	500'
RUNWAY OBJECT FREE AREA (ROFA)	800'
OBJECT FREE ZONE (OFZ)	400'
RUNWAY 9L/27R	
RUNWAY SAFETY AREA (RSA)	500'
RUNWAY OBJECT FREE AREA (ROFA)	800'
OBJECT FREE ZONE (OFZ)	400'
RUNWAY 17L/35R	
RUNWAY SAFETY AREA (RSA)	120'
RUNWAY OBJECT FREE AREA (ROFA)	400'
OBJECT FREE ZONE (OFZ)	250'
RUNWAY 9R/27L	
RUNWAY SAFETY AREA (RSA)	120'
RUNWAY OBJECT FREE AREA (ROFA)	400'
OBJECT FREE ZONE (OFZ)	250'
TAXIWAYS A, A1, A2, A3, A4, A5, D	
TAXIWAY SAFETY AREA (TSA)	171'
TAXIWAY OBJECT FREE AREA (TOFA)	259'
TAXIWAYS B, B1, B2	
TAXIWAY SAFETY AREA (TSA)	118'
TAXIWAY OBJECT FREE AREA (TOFA)	171'

AIRFIELD TRAFFIC CONTROL QUANTITIES - BID ALTERNATE	
STAGING AREA	
BARRICADES	3 EA
ORANGE CONSTRUCTION FENCE	1,967 LF
"TRUCKS ENTERING AHEAD" SIGN	2 EA
CONSTRUCTION PHASE	
LOW PROFILE BARRICADES	88 EA
ORANGE CONSTRUCTION FENCE	4,530 LF
LIGHTED RUNWAY CLOSURE CROSS	2 EA

CLOSED AIRFIELD SURFACES
RUNWAY 17R/35L
TAXIWAY A (NORTH OF 9L/27R)
TAXIWAY A3, A4 & A5 (WEST OF TAXIWAY A)
TAXIWAY B (BETWEEN TAXIWAY A AND TAXIWAY B3)

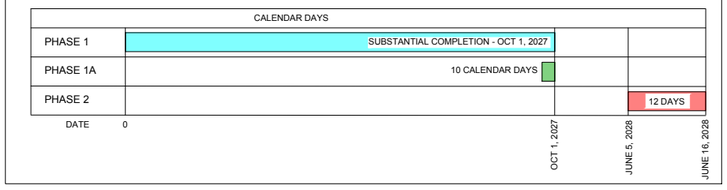
LEGEND:

- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- RPZ — RUNWAY PROTECTION ZONE
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- OFZ — OBSTACLE FREE ZONE
- HAUL ROUTE
- ALTERNATE TAXI ROUTE
- ORANGE CONSTRUCTION FENCE
- PHASE 1 PROJECT AREA - WORK AREA 1
- PHASE 1 PROJECT AREA - WORK AREA 2
- PHASE 1A PROJECT AREA
- PAVEMENT AREAS CLOSED TO AIR TRAFFIC - PHASE 1A

RUNWAY END COORDINATES			
	LATITUDE	LONGITUDE	ELEVATION
RUNWAY 17R	47°57'33.28"	97°10'52.41"	843.0'
RUNWAY 35L	47°56'20.74"	97°10'52.46"	844.6'
RUNWAY 9L	47°57'08.61"	97°11'42.37"	845.1'
RUNWAY 27R	47°57'08.61"	97°10'03.94"	842.7'
RUNWAY 17L	47°57'04.86"	97°09'58.36"	841.9'
RUNWAY 35R	47°56'26.36"	97°09'58.40"	843.4'
RUNWAY 9R	47°56'16.77"	97°10'10.53"	843.7'
RUNWAY 27L	47°56'16.75"	97°09'22.06"	843.6'

DISABLED AIRFIELD CIRCUITS
RUNWAY 17R/35L (R1)
TAXIWAY A (NORTH) (T1)
RUNWAY 17R PAPI (PAPI 17R)
RUNWAY 35L PAPI (35L PAPI)

PHASING SCHEDULE



CONSTRUCTION SAFETY PHASING PLAN POINTS				
Point #	Description	Latitude	Longitude	Elevation
16	PHASE 1A CONSTRUCTION LIMITS	N47°57'05.69"	W97°10'57.57"	836.6
17	PHASE 1A CONSTRUCTION LIMITS	N47°57'05.65"	W97°10'49.21"	837.5
18	PHASE 1A CONSTRUCTION LIMITS	N47°57'03.47"	W97°10'57.57"	834.7
19	PHASE 1A CONSTRUCTION LIMITS	N47°57'03.47"	W97°10'49.21"	837.1

REGISTERED PROFESSIONAL ENGINEER
JOSHUA BRELJE
PE-28334
DATE 06/02/2026
NORTH DAKOTA

Mead & Hunt
Mead and Hunt, Inc.
2505 N University Drive, Suite 100
Fargo, ND 58102
phone: 701-566-6450
meadhunt.com

GFK Grand Forks International Airport

GRAND FORKS INTERNATIONAL AIRPORT
RECONSTRUCT RUNWAY 17R/35L - SOUTH PORTION

2301 AIRPORT DRIVE
GRAND FORKS, NORTH DAKOTA

ISSUED
ADDENDUM 1 06/02/2026

ISSUED FOR BID

M&H NO.: 0719500-240276.01
DATE: MAY 19, 2026
DESIGNED BY: JAB
DRAWN BY: PDC
CHECKED BY: JAB
DO NOT SCALE DRAWINGS

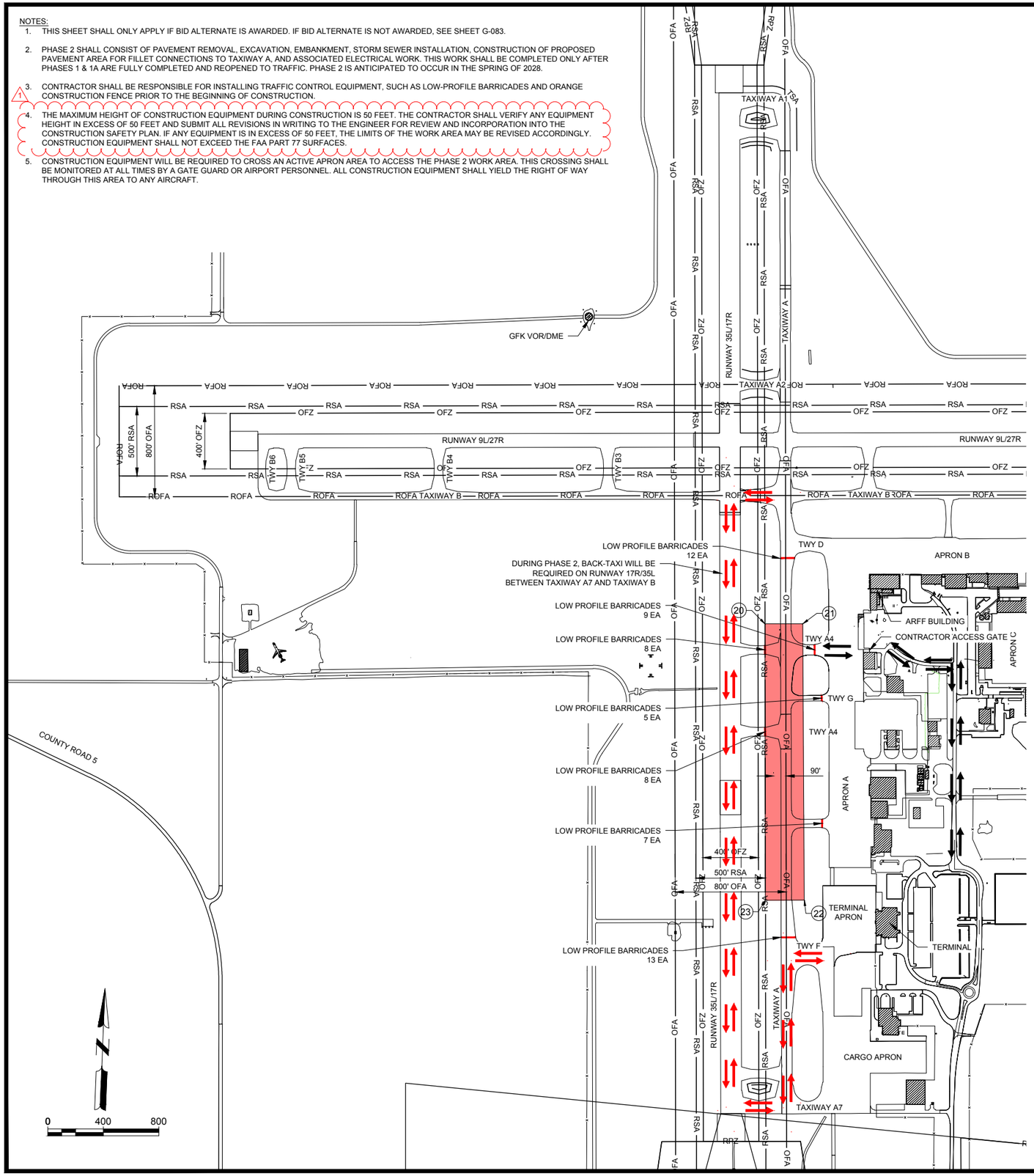
SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN - PHASE 1A - BID ALTERNATE

SHEET NO.
G-087

X:\0719500\240276.01\TECH\CAD\DRAWINGS\COMBINED SOUTH AND MIDDLE PHASE - RELOCATED TAXIWAY\G-081 CONSTRUCTION OPERATIONS AND PHASING PLAN - MIDDLE SECTION_RELOCATEDTAXIWAY.DWG
6/2/2026 9:33:54 AM

NOTES:

1. THIS SHEET SHALL ONLY APPLY IF BID ALTERNATE IS AWARDED. IF BID ALTERNATE IS NOT AWARDED, SEE SHEET G-083.
2. PHASE 2 SHALL CONSIST OF PAVEMENT REMOVAL, EXCAVATION, EMBANKMENT, STORM SEWER INSTALLATION, CONSTRUCTION OF PROPOSED PAVEMENT AREA FOR FILLET CONNECTIONS TO TAXIWAY A, AND ASSOCIATED ELECTRICAL WORK. THIS WORK SHALL BE COMPLETED ONLY AFTER PHASES 1 & 1A ARE FULLY COMPLETED AND REOPENED TO TRAFFIC. PHASE 2 IS ANTICIPATED TO OCCUR IN THE SPRING OF 2028.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING TRAFFIC CONTROL EQUIPMENT, SUCH AS LOW-PROFILE BARRICADES AND ORANGE CONSTRUCTION FENCE PRIOR TO THE BEGINNING OF CONSTRUCTION. (1)
4. THE MAXIMUM HEIGHT OF CONSTRUCTION EQUIPMENT DURING CONSTRUCTION IS 50 FEET. THE CONTRACTOR SHALL VERIFY ANY EQUIPMENT HEIGHT IN EXCESS OF 50 FEET AND SUBMIT ALL REVISIONS IN WRITING TO THE ENGINEER FOR REVIEW AND INCORPORATION INTO THE CONSTRUCTION SAFETY PLAN. IF ANY EQUIPMENT IS IN EXCESS OF 50 FEET, THE LIMITS OF THE WORK AREA MAY BE REVISED ACCORDINGLY. CONSTRUCTION EQUIPMENT SHALL NOT EXCEED THE FAA PART 77 SURFACES.
5. CONSTRUCTION EQUIPMENT WILL BE REQUIRED TO CROSS AN ACTIVE APRON AREA TO ACCESS THE PHASE 2 WORK AREA. THIS CROSSING SHALL BE MONITORED AT ALL TIMES BY A GATE GUARD OR AIRPORT PERSONNEL. ALL CONSTRUCTION EQUIPMENT SHALL YIELD THE RIGHT OF WAY THROUGH THIS AREA TO ANY AIRCRAFT.



AIRFIELD DIMENSIONS	
RUNWAY 17R/35L (CLOSED)	
RUNWAY SAFETY AREA (RSA)	500'
RUNWAY OBJECT FREE AREA (ROFA)	800'
OBJECT FREE ZONE (OFZ)	400'
RUNWAY 9L/27R	
RUNWAY SAFETY AREA (RSA)	500'
RUNWAY OBJECT FREE AREA (ROFA)	800'
OBJECT FREE ZONE (OFZ)	400'
RUNWAY 17L/35R	
RUNWAY SAFETY AREA (RSA)	120'
RUNWAY OBJECT FREE AREA (ROFA)	400'
OBJECT FREE ZONE (OFZ)	250'
RUNWAY 9R/27L	
RUNWAY SAFETY AREA (RSA)	120'
RUNWAY OBJECT FREE AREA (ROFA)	400'
OBJECT FREE ZONE (OFZ)	250'
TAXIWAYS A, A1, A2, A3, A4, A5, D	
TAXIWAY SAFETY AREA (TSA)	171'
TAXIWAY OBJECT FREE AREA (TOFA)	259'
TAXIWAYS B, B1, B2	
TAXIWAY SAFETY AREA (TSA)	118'
TAXIWAY OBJECT FREE AREA (TOFA)	171'

AIRFIELD TRAFFIC CONTROL QUANTITIES - BID ALTERNATE	
STAGING AREA	
BARRICADES	3 EA
ORANGE CONSTRUCTION FENCE	1,967 LF
"TRUCKS ENTERING AHEAD" SIGN	2 EA
CONSTRUCTION PHASE	
LOW PROFILE BARRICADES	88 EA
ORANGE CONSTRUCTION FENCE	4,530 LF
LIGHTED RUNWAY CLOSURE CROSS	2 EA

CLOSED AIRFIELD SURFACES
RUNWAY 17R/35L
TAXIWAY A (NORTH OF 9L/27R)
TAXIWAY A3, A4 & A5 (WEST OF TAXIWAY A)
TAXIWAY B (BETWEEN TAXIWAY A AND TAXIWAY B3)

LEGEND:

- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- RPZ — RUNWAY PROTECTION ZONE
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- OFZ — OBSTACLE FREE ZONE
- HAUL ROUTE
- ALTERNATE TAXI ROUTE
- ORANGE CONSTRUCTION FENCE
- PHASE 1 PROJECT AREA - WORK AREA 1
- PHASE 1 PROJECT AREA - WORK AREA 2
- PHASE 1A PROJECT AREA
- PAVEMENT AREAS CLOSED TO AIR TRAFFIC - PHASE 1A

RUNWAY END COORDINATES			
	LATITUDE	LONGITUDE	ELEVATION
RUNWAY 17R	47°57'33.28"	97°10'52.41"	843.0'
RUNWAY 35L	47°56'20.74"	97°10'52.46"	844.6'
RUNWAY 9L	47°57'08.61"	97°11'42.37"	845.1'
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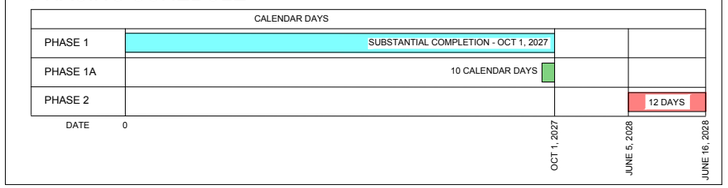
RUNWAY 27L	47°56'16.75"	97°09'22.06"	843.6'

DISABLED AIRFIELD CIRCUITS
RUNWAY 17R/35L (R1)
TAXIWAY A (NORTH) (T1)
RUNWAY 17R PAPI (PAPI 17R)
RUNWAY 35L PAPI (35L PAPI)

PHASING SCHEDULE



CONSTRUCTION SAFETY PHASING PLAN POINTS				
Point #	Description	Latitude	Longitude	Elevation
20	PHASE 2 LMITS	N47°56'55.55"	W97°10'48.76"	837.2
21	PHASE 2 LMITS	N47°56'55.55"	W97°10'44.76"	836.0
22	PHASE 2 LMITS	N47°56'35.91"	W97°10'44.66"	839.0
23	PHASE 2 LMITS	N47°56'35.91"	W97°10'48.78"	838.2

REGISTERED PROFESSIONAL ENGINEER
JOSHUA BRELJE
PE-28334
DATE 06/02/2026
NORTH DAKOTA

Mead & Hunt
Mead and Hunt, Inc.
2505 N University Drive, Suite 100
Fargo, ND 58102
phone: 701-566-6450
meadhunt.com

GFK Grand Forks International Airport

GRAND FORKS INTERNATIONAL AIRPORT
RECONSTRUCT RUNWAY 17R/35L - SOUTH PORTION

2301 AIRPORT DRIVE
GRAND FORKS, NORTH DAKOTA

ISSUED
ADDENDUM 1 06/02/2026

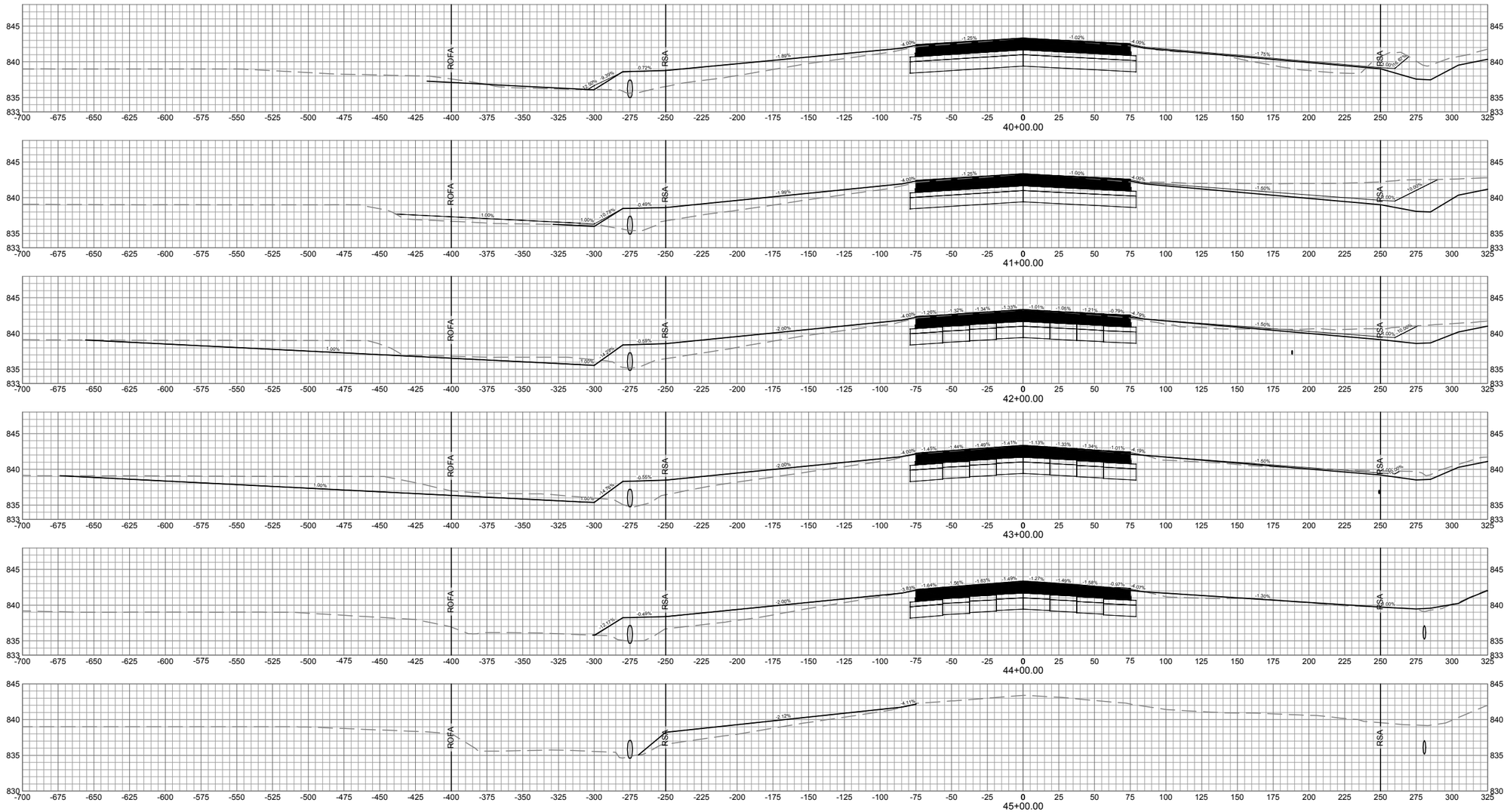
ISSUED FOR BID

M&H NO.: 0719500-240276.01
DATE: MAY 19, 2026
DESIGNED BY: JAB
DRAWN BY: PDC
CHECKED BY: JAB
DO NOT SCALE DRAWINGS

SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN - PHASE 2 - BID ALTERNATE

SHEET NO.
G-088

X:\0719500\240276.01\TECH\CAD\DRAWINGS\COMBINED SOUTH AND MIDDLE PHASE - RELOCATED TAXIWAY\G-081 CONSTRUCTION OPERATIONS AND PHASING PLAN - MIDDLE SECTION_RELOCATEDTAXIWAY.DWG
6/2/2026 9:33:57 AM



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Mead & Hunt

Mead and Hunt, Inc.
2505 N University Drive,
Suite 100
Fargo, ND 58102
phone: 701-566-6450
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GFK
Grand Forks International Airport

GRAND FORKS INTERNATIONAL AIRPORT
RECONSTRUCT RUNWAY 17R/35L - SOUTH PORTION

2301 AIRPORT DRIVE
GRAND FORKS, NORTH DAKOTA

ISSUED
ADDENDUM 1 06/02/2026

ISSUED FOR BID

M&H NO.: 0719500-240276.01
DATE: MAY 19, 2026
DESIGNED BY: JAB
DRAWN BY: PDC
CHECKED BY: JAB
DO NOT SCALE DRAWINGS

SHEET CONTENTS
CROSS SECTIONS - BASE BID - RWY 17R-35L STA 40+00 - 45+00

SHEET NO.
C-906

REGISTERED PROFESSIONAL ENGINEER
JOSHUA R. BRELJE
PE-28334
DATE 06/02/2026
NORTH DAKOTA

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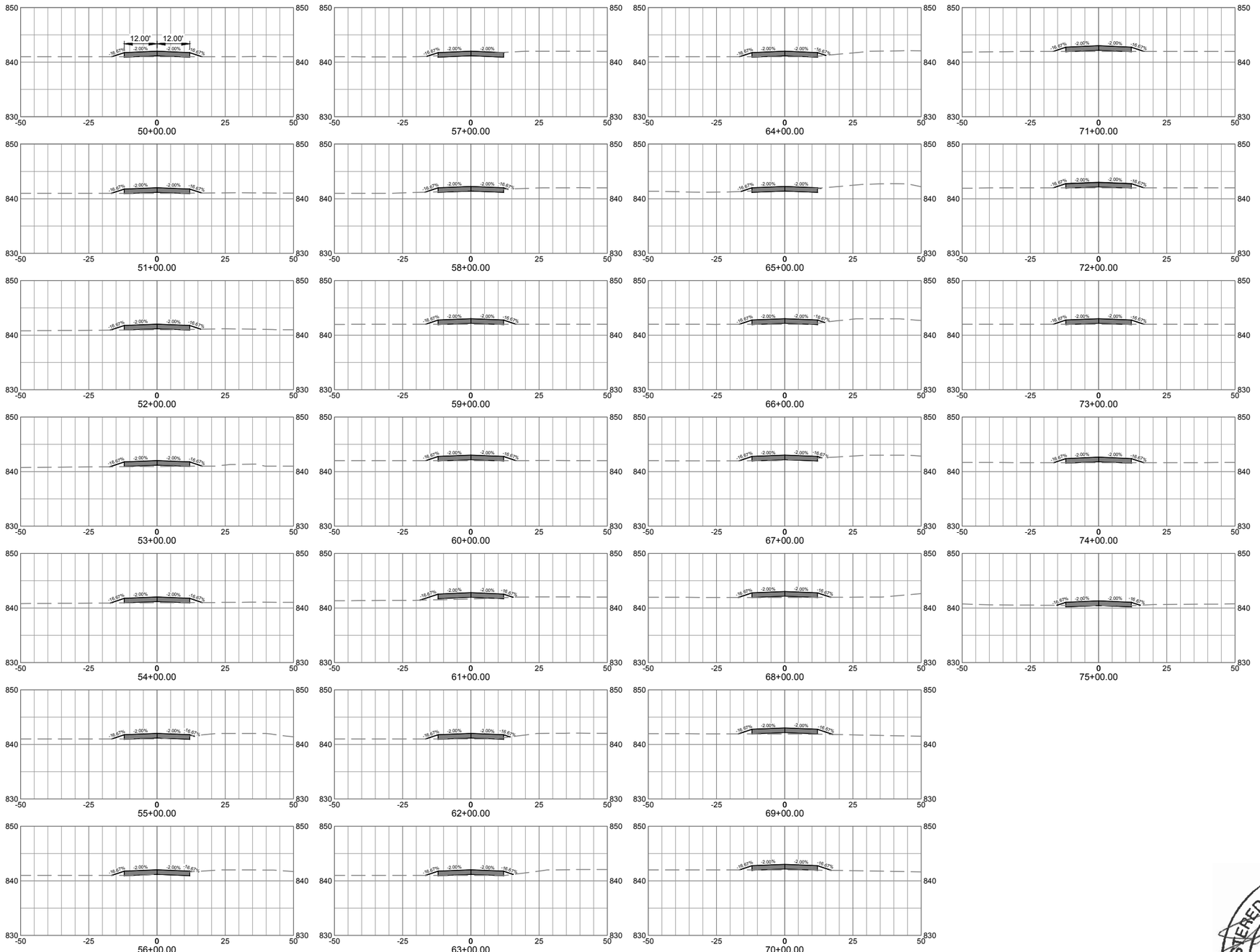

0 20 40

REGISTERED PROFESSIONAL ENGINEER
JOSHUA BRELJE
PE-28334
DATE 06/02/2026
NORTH DAKOTA

Mead & Hunt
Mead and Hunt, Inc.
2505 N University Drive,
Suite 100
Fargo, ND 58102
phone: 701-566-6450
meadhunt.com

GFK
Grand Forks International Airport

GRAND FORKS INTERNATIONAL AIRPORT
RECONSTRUCT RUNWAY 17R/35L - SOUTH PORTION

2301 AIRPORT DRIVE
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SHEET CONTENTS
CROSS SECTIONS - GRAVEL SERVICE ROAD STA 50+00 - 75+00

SHEET NO.
C-915

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ELECTRICAL DEMOLITION KEY NOTES

1. DISCONNECT, REMOVE, AND SALVAGE EXISTING RUNWAY/TAXIWAY/THRESHOLD LIGHT AND TRANSFORMER. REMOVE AND DISPOSE OF BASE CAN.
2. REMOVE AND DISPOSE OF EXISTING FOUR (4) UNIT PAPI SYSTEM, CONCRETE FOUNDATIONS, AND BASE CANS.
3. DISCONNECT, REMOVE, AND DISPOSE OF EXISTING PAPI AND WINDCONE CONDUIT AND CONDUCTORS. CONDUIT LOCATED OUTSIDE OF CONSTRUCTION LIMITS MAY BE ABANDONED IN-PLACE. CABLE SHALL BE REMOVED FROM CONDUIT THAT IS ABANDONED IN-PLACE.
4. REMOVE AND DISPOSE OF EXISTING ELECTRICAL HANDHOLES.
5. DISCONNECT, REMOVE, AND DISPOSE OF EXISTING LIGHTED SIGN, BASE CAN, AND CONCRETE FOUNDATION.
6. DISCONNECT, REMOVE, AND DISPOSE OF RUNWAY R1 AND TAXIWAY T3 CONDUCTOR AND CONDUIT.
7. DISCONNECT, REMOVE, AND DISPOSE OF EXISTING FAA-OWNED MALSR LIGHT FIXTURES, HANDHOLE, CABLE, GROUND CABLE, AND CONDUIT. CONTRACTOR SHALL COORDINATE REMOVAL OF FAA-OWNED UTILITIES WITH FAA PRIOR TO BEGINNING REMOVAL.
8. DISCONNECT, REMOVE, AND DISPOSE OF EXISTING LIGHTED WIND CONE AND FOUNDATION.
9. DISCONNECT, REMOVE, AND DISPOSE OF TAXIWAY T2 CONDUCTOR AND CONDUIT (BID ALTERNATE)
10. DISCONNECT, REMOVE, AND DISPOSE OF EXISTING TAXIWAY LIGHT AND TRANSFORMER. BASE CAN TO REMAIN.
11. DISCONNECT, REMOVE, AND DISPOSE OF EXISTING TAXIWAY LIGHTS AND TRANSFORMER. BASE CAN TO REMAIN (BASE BID ONLY). DISCONNECTION, REMOVE, AND SALVAGE EXISTING TAXIWAY LIGHT AND TRANSFORMER. REMOVE AND DISPOSE OF BASE CAN (BID ALTERNATE).
12. INTERCEPT AND REMOVE EXISTING FAA-OWNED 6 PR COPPER LINE FOR EXISTING FAA RVR. SEE NOTE 5.

NOTES:

1. ALL MALSR LIGHT FIXTURES ARE LOCATED ON CONCRETE FOUNDATIONS THAT EXTEND APPROXIMATELY 10' BELOW FINISHED GRADE. REMOVAL OF THESE FOUNDATIONS SHALL BE CONSIDERED INCIDENTAL LIGHT FIXTURE REMOVAL. THIS INCLUDES THE REMOVAL OF THE RUNWAY THRESHOLD BAR FOUNDATION, WHICH IS APPROXIMATELY 150' LONG, BY 3' WIDE, BY 10' DEEP.
2. ALL LIGHT AND SIGN FIXTURES WHICH ARE TO BE DISPOSED OF BY THE CONTRACTOR SHALL BE STORED IN THE STAGING AREA FOR A MINIMUM OF 10 CALENDAR DAYS BEFORE BEING DISPOSED OF. THE AIRPORT SHALL RESERVE THE RIGHT TO SALVAGE ANY EQUIPMENT FROM THIS STOCKPILE DURING THOSE 10 DAYS. ANY EQUIPMENT REMAINING AFTER 10 DAYS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
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5. CONTRACTOR SHALL REMOVE PORTION OF EXISTING 6PR COPPER LINE TO BE RE-LOCATED. SEE SHEET E-215 FOR NEW ROUTING. CONTRACTOR SHALL INSTALL ALL NEW CABLE AND CONDUIT PRIOR TO IMPACTING EXISTING CABLE TO ENSURE THAT DOWNTIME IS MINIMIZED. DOWN TIME SHALL BE LIMITED TO THE TIME NEEDED TO SPLICE BOTH ENDS OF THE NEW RE-ROUTE ONTO THE EXISTING CABLES. NOTIFY AIR TRAFFIC MANAGER AND FAA TECH OPS IN ADVANCE OF PLANNED SHUTDOWN PERIOD.

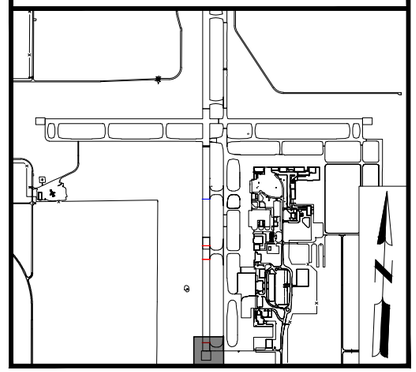
LEGEND:

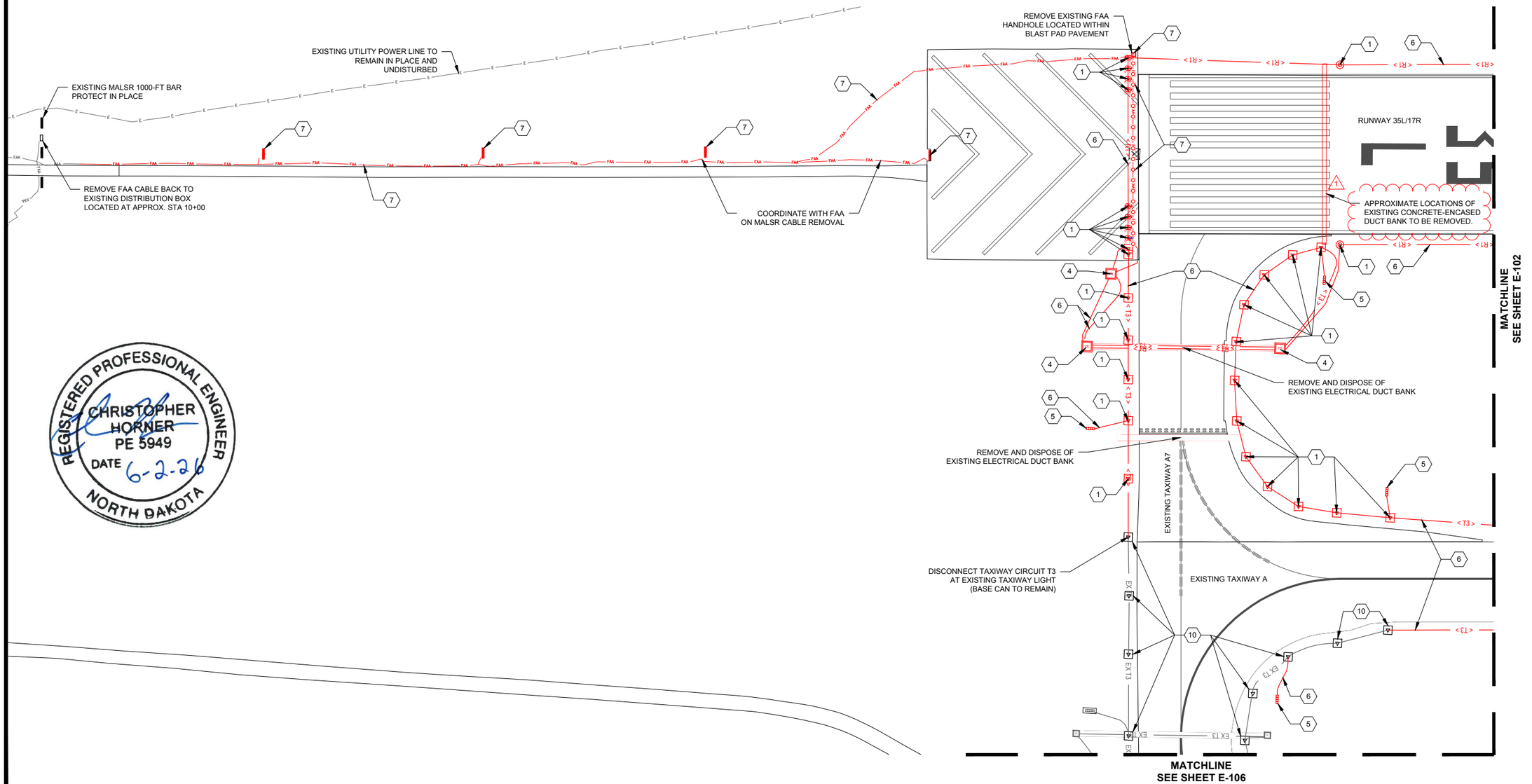
ELECTRICAL REMOVALS (BASE BID)

ELECTRICAL REMOVALS (BID ALTERNATE)

0 50 100

VICINITY MAP





REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER HORNER
PE 5949
DATE 6-2-26
NORTH DAKOTA

Mead & Hunt
Mead and Hunt, Inc.
2505 N University Drive,
Suite 100
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SHEET CONTENTS
ELECTRICAL REMOVAL PLAN

SHEET NO.
E-101

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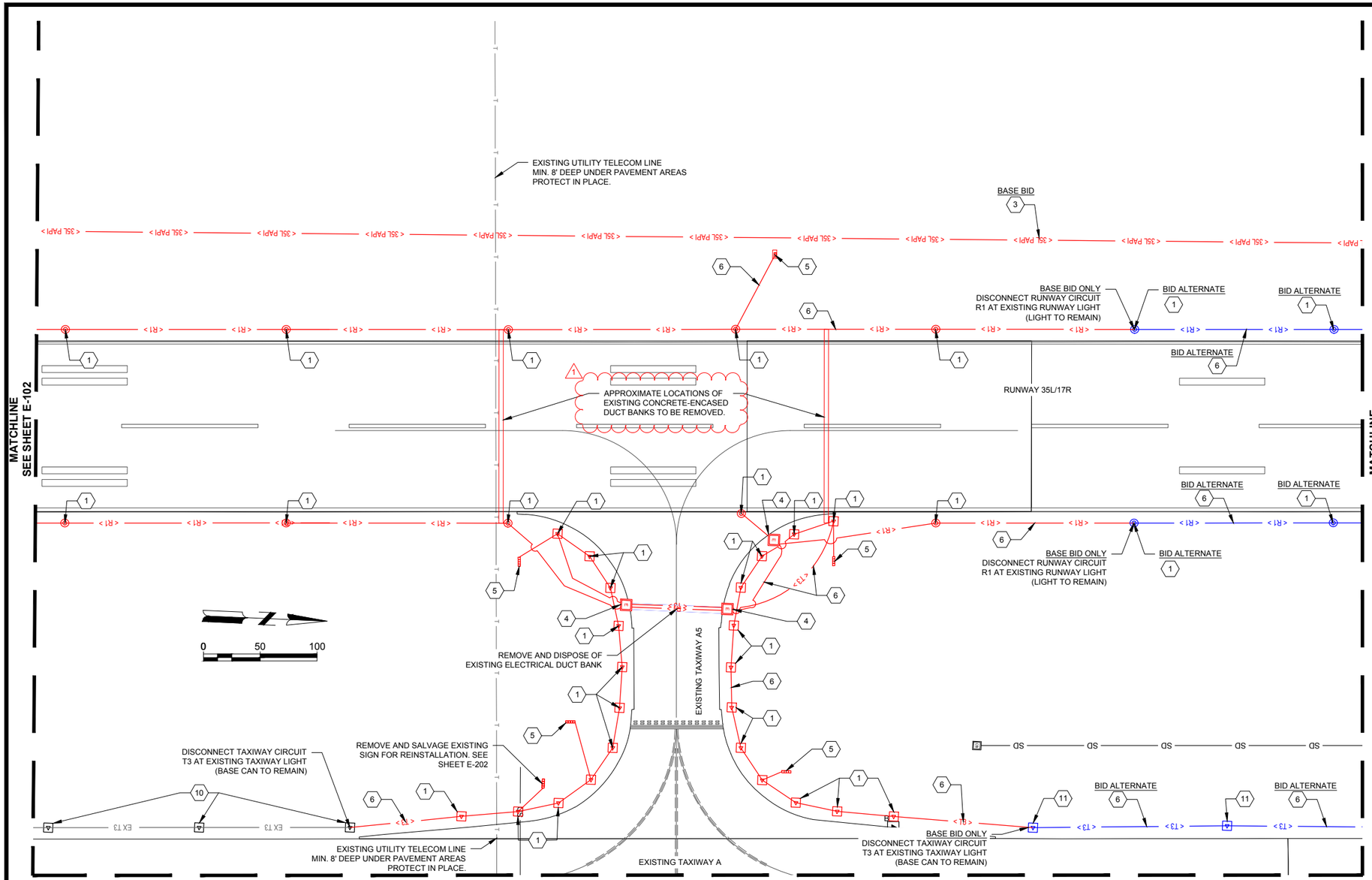

MATCHLINE
SEE SHEET E-108

ELECTRICAL DEMOLITION KEY NOTES

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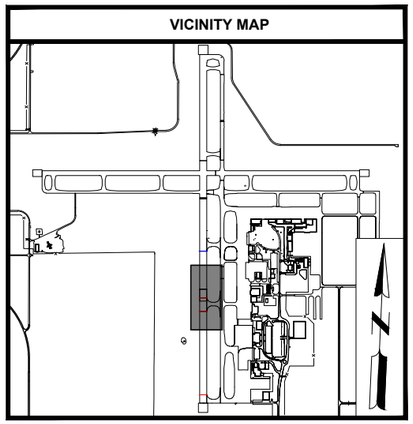
VICINITY MAP



LEGEND:

- ELECTRICAL REMOVALS (BASE BID)
- ELECTRICAL REMOVALS (BID ALTERNATE)

REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER HORNER
PE 5949
DATE 6-2-26
NORTH DAKOTA

Mead & Hunt

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SHEET CONTENTS
ELECTRICAL REMOVAL PLAN

SHEET NO.
E-103

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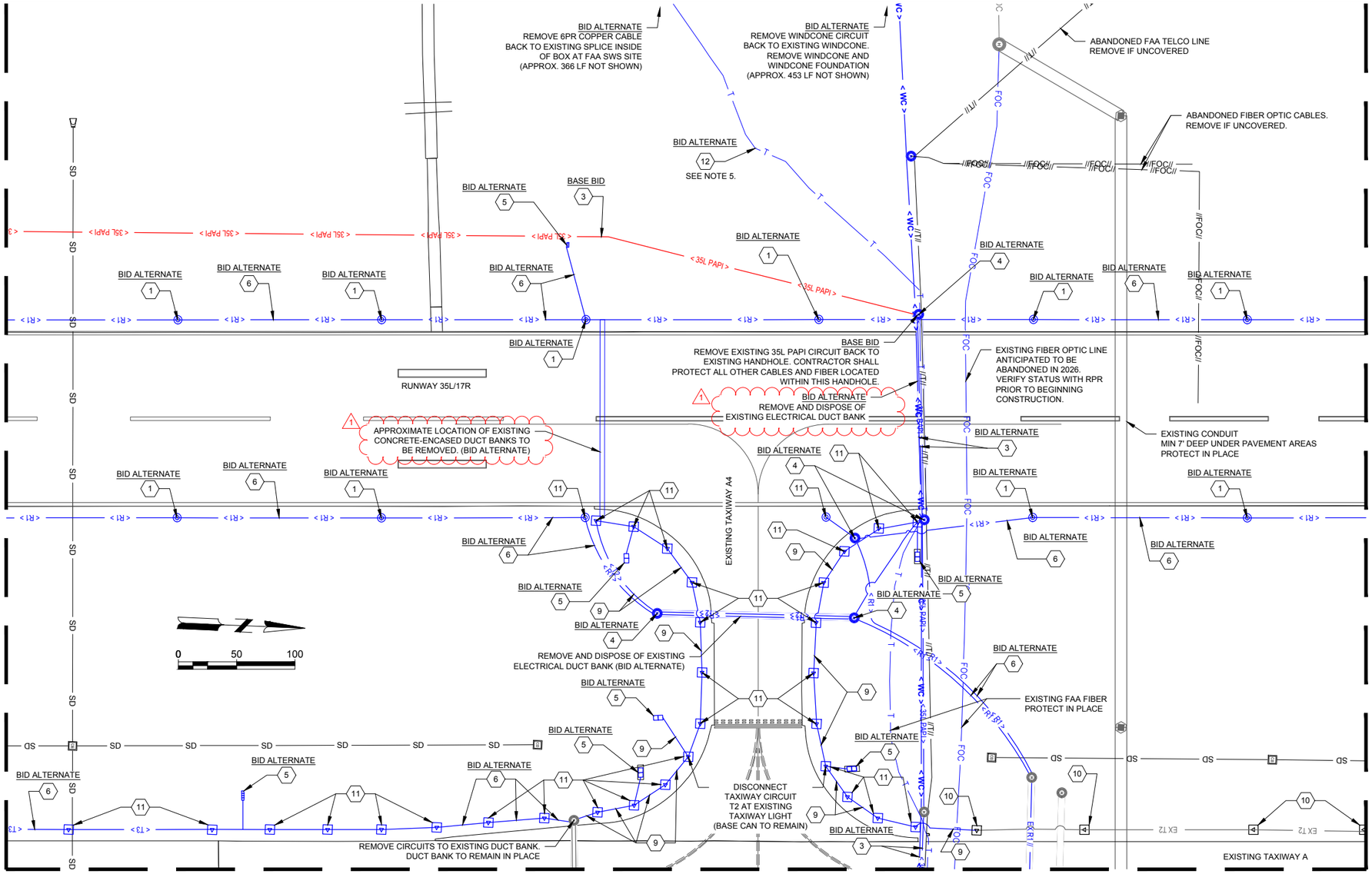

MATCHLINE
SEE SHEET E-109

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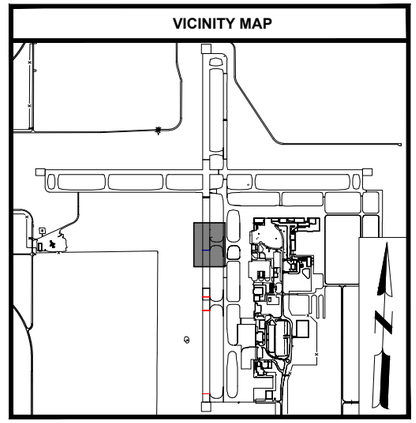

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- ELECTRICAL REMOVALS (BID ALTERNATE)

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SHEET CONTENTS
ELECTRICAL REMOVAL PLAN

SHEET NO.
E-104

REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER HORNER
PE 5949
DATE 6-2-26
NORTH DAKOTA

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PREBID MEETING MINUTES
GRAND FORKS INTERNATIONAL AIRPORT
RECONSTRUCT RUNWAY 17R/35L – SOUTH/MIDDLE PORTION
MAY 29, 2026, AT 10:00 AM

*Meeting minutes indicated in **red text**. The minutes represents this writer's interpretation of items discussed during the meeting and clarification made after the meeting.*

1. SIGN-IN SHEET

2. INTRODUCTIONS, ROLES, AND RESPONSIBILITIES

2.1. Grand Forks International Airport

- Ryan Riesinger, Executive Director
- Joey Castiglione, Director of Operations & Maintenance
- Scott Nelson, Maintenance Supervisor
- Cason Dunker, ARFF/Operations Supervisor

2.2. Mead & Hunt Team

- Josh Brelje, PE

2.3. Prospective Bidders

- Please sign in

3. BID OPENING – 10:00 am CT on Wednesday, June 10, 2026, at the Grand Forks Regional Airport Authority Board Room, Byron Dorgan Terminal, Grand Forks International Airport.

4. QUESTIONS

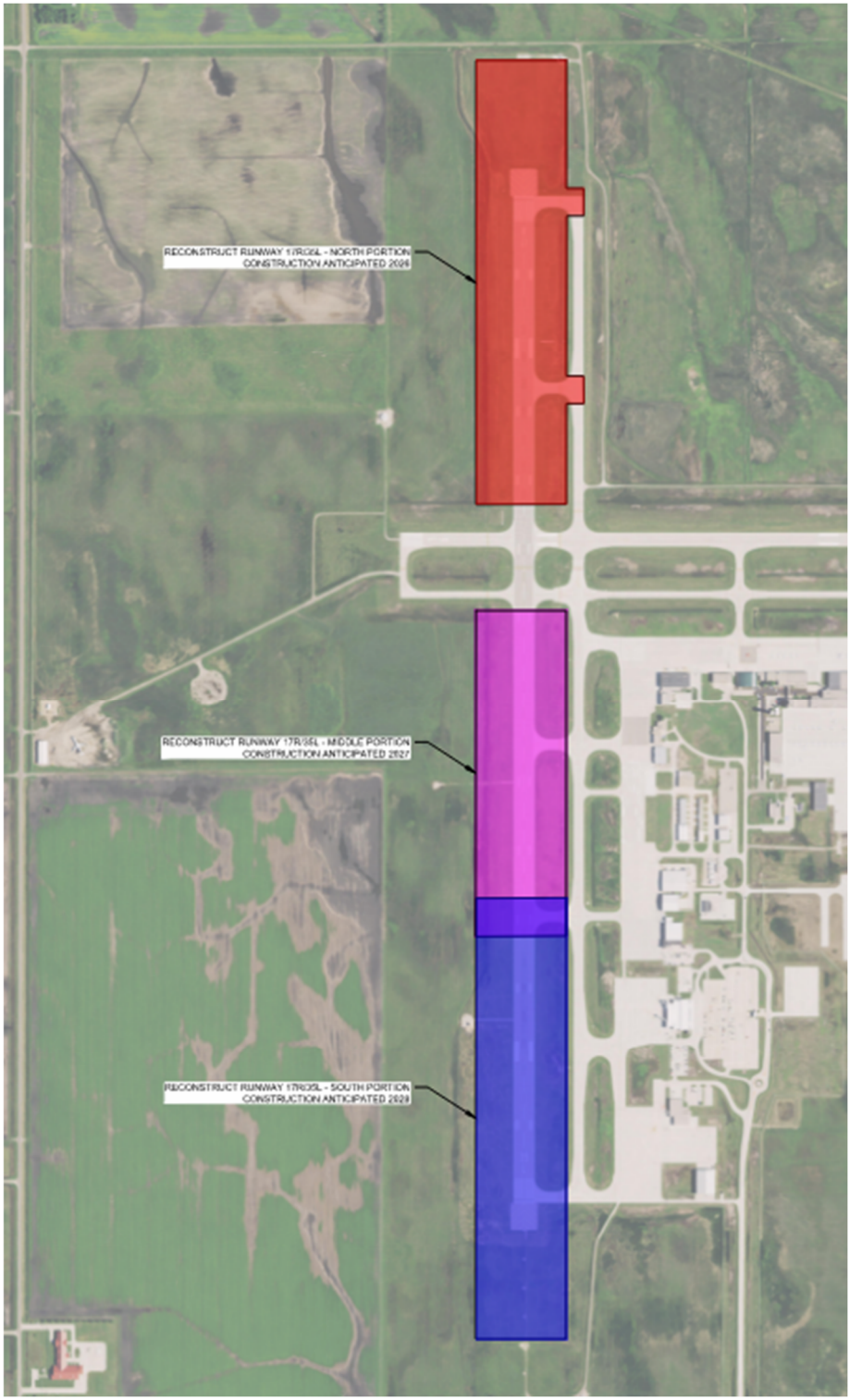
Questions are welcome at any time during the meeting. Any questions which are unable to be answered during the meeting shall be addressed in the meeting minutes. Meeting minutes will be generated and issued via addendum. If there are any discrepancy between written and verbal responses, the written response shall govern.

Mead & Hunt, Inc.
Address: 2505 University Dr. N, Suite 100, Fargo, ND 58102
Phone: 1-701-552-9011
Email: Josh.Brelje@meadhunt.com

5. PROJECT OVERVIEW

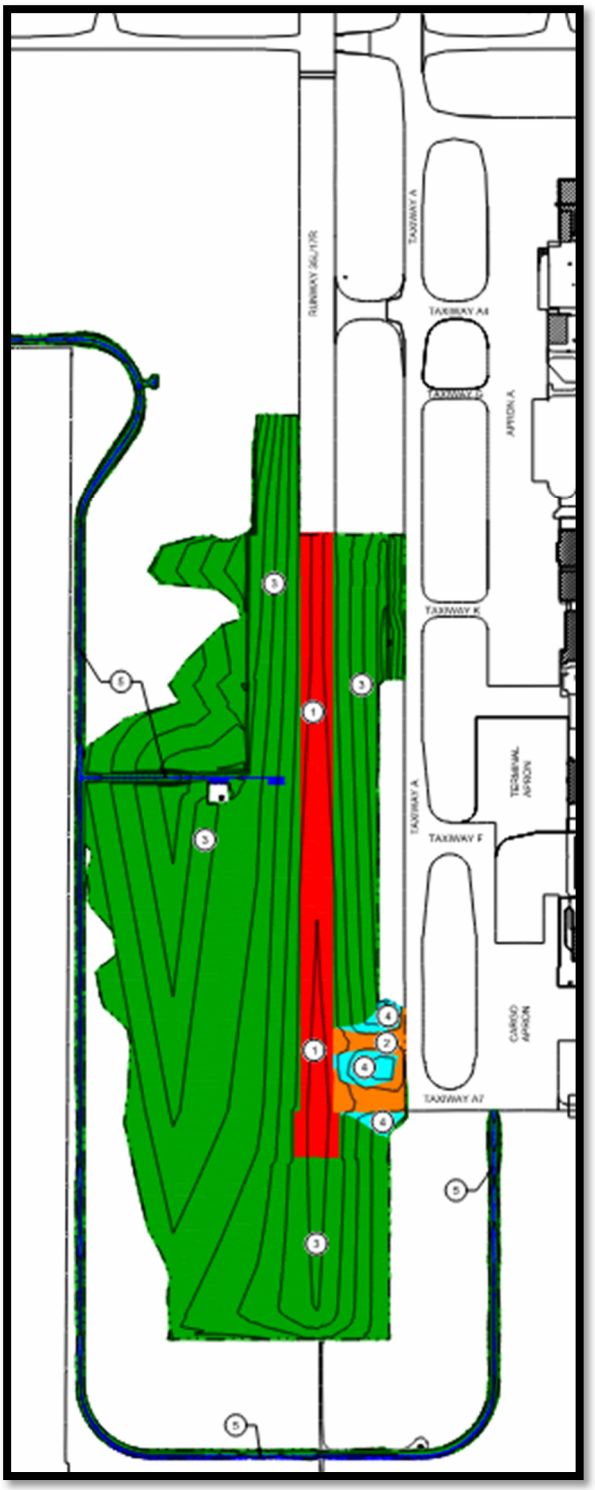
5.1. Program Overview – Reconstruct Runway 17R/35L

- North Portion – Construct in 2026
- South/Middle Portion (This Project) – Bid in 2026, Construct in 2027/2028

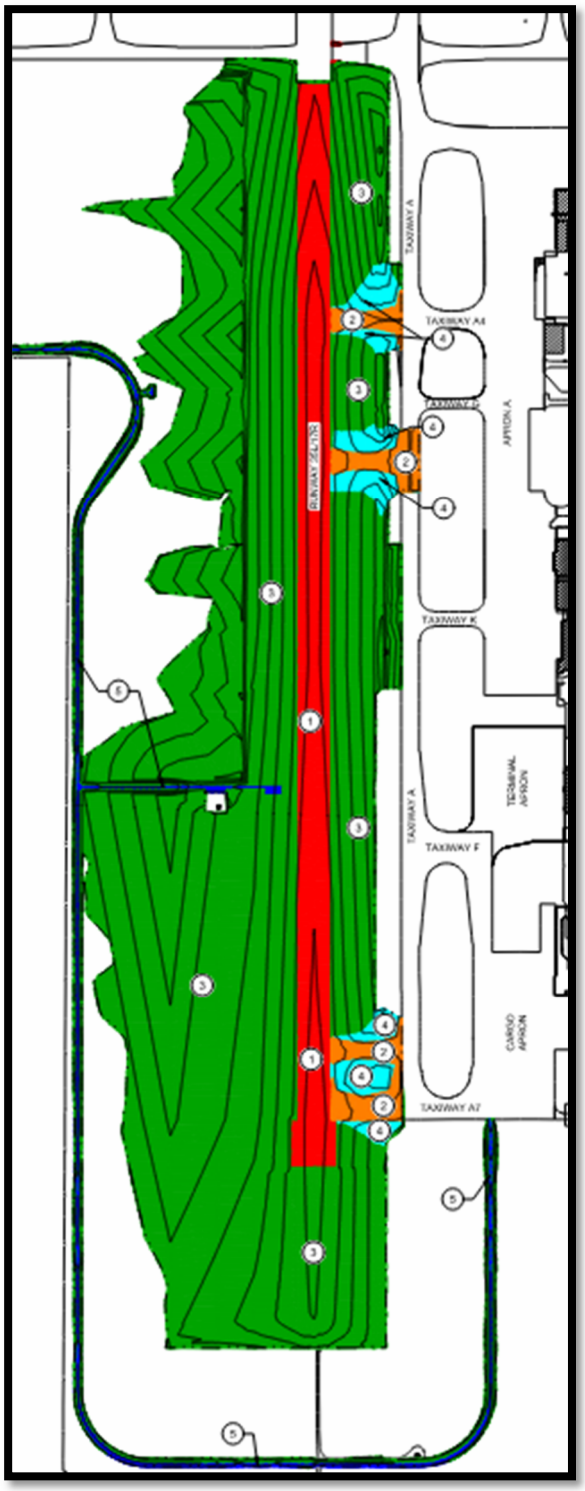


5.2. Project Overview

- Base Bid
  - Reconstruct the southernmost 2400’ of Runway 17R/35L (Existing Taxiway A5 and south)
  - Reconstruct Taxiway A7
  - Construct new Taxiway A6
  - Remove Existing Taxiway A5
  - Reconstruct Runway 35L Blast Pad
  - Salvage and Reinstall MALSR light bars on new foundations
  - Construct Gravel Service Road
  - RSA Grading
  - Storm Sewer
- Bid Alternate
  - Reconstruct the middle portion of Runway 17R/35L (approx. 1929’) (Taxiway B to Existing Taxiway A5)
  - Reconstruct Taxiway A4
  - Construct new Taxiway A5
  - Install new Windcone, Segmented Circle, and Traffic Pattern Indicators
  - Install Runway Weather Information System (RWIS)
  - Additional RSA Grading
  - Additional Storm Sewer
- See diagram on next page



Base Bid



Base Bid + Bid Alternate

5.3. Mobilization, Staging Area

- Existing Staging Area currently in-place on County Road 5, approx. 2 miles north of US Hwy 2
- Staging area currently in place. In use until October of 2026. Contractor is encouraged to begin stockpiling material in the staging area this Fall
  - Payment can be made for material on-hand. See Division 4, Section 90-07 for requirements for payment for delivered material.
- Maintenance and Restoration of Staging Area
  - Line item included in Division 1/Division 3 for Maintenance and Restoration of Haul Roads and Staging Area
  - This shall be payment for maintaining staging area during construction and restoring the site after construction is complete.
  - ~~After construction is complete, contractor shall remove the aggregate and fabric that currently comprise the staging area and spread the existing topsoil stockpile over the entire site. This excavation and topsoiling is NOT included in the earthwork quantities for the project.~~
  - Contractor's Staging/Storage Area shall remain in place after completion of the project. Restoration of staging area shall include grading gravel surface to drain and repairing any failed areas.
  - Contractors should note that gravel staging area has been in service for over 4 years. Soft spots were encountered this Spring which required repair. Contractors should anticipate repairs to the gravel section, especially during Spring thaw and wet periods.

5.4. Phasing (Base Bid Only) (Sheets G-082 through G-085)

- Phase 1 – Temporarily Shorten Rwy 17R/35L (10 Calendar Days)
  - Work required in Taxiway B Intersection and north of RL/27R Intersection.
  - Access to north side of work will be along existing north gravel access road.
  - Marking Obliteration (Sheets C-641 through C-646)
  - Temporary Pavement Markings (Sheets C-651 through C-652)
  - Temporary Electrical Work (Sheets E-111 through E-115)
  - Asphalt Milling on Runway 17R/35L to be completed during Phase 1 (Sheets C-051 through C-053)
- Phase 2 – Primary Construction Phase (Completion Date: October 1, 2027)
  - Constructed concurrently with Phase 1 (Removals may begin during Ph. 1)
  - Reconstruct Runway 17R/35L – South Portion
  - Reconstruct Blast Pad
  - Reconstruct Taxiway A7
  - Construct new Taxiway A6
  - Remove Existing Taxiway A5

    - Electrical Work (HIRL, MITL, PAPI, etc.)
    - Storm Sewer
- Phase 3 – Restore Runway 17R/35L (10 Calendar Days, Completion Date: October 1, 2027)
    - Constructed concurrently with the last 10 days of Phase 2
    - Temporary Pavement Marking Obliteration (Sheets C-651 through C-652)
    - Permanent Pavement Marking (Sheets C-661 through C-664)
    - Removal of Temp. Electrical at Temp. 35L Threshold (Sheets E-111 through E-115)
- Phase 4 – Taxiway A Connections (Spring 2028)
    - Pavement Removals on Existing taxiway A5 within Taxiway A TOFA (Sheets C-052 & C-053)
    - Electrical Removals and Installation within Taxiway A TOFA (Sheets E-121 & E-122)

5.5. Phasing (Base Bid + Bid Alternate) (Sheets G-086 through G-088)

- Phase 1 – Primary Construction Phase (Completion Date: October 1, 2027)
    - Reconstruct Runway 17R/35L – South & Middle Portion
    - Reconstruct Blast Pad
    - Reconstruct Taxiways A4 & A7
    - Construct new Taxiway A6
    - Remove and Construct new Taxiway A5 in new Location
    - Electrical Work (HIRL, MITL, PAPI, etc.)
    - Storm Sewer
- Phase 1A – Taxiway B Fillet Revisions (10 Calendar Days during Phase 1)
    - Constructed concurrently with Phase 1 (coordinate schedule in advance with airport and FAA)
    - Remove panels and widen portion of Taxiway B along the edge of Runway 17R/35L
    - Includes Electrical work (MITLs)
- Phase 2 – Taxiway A Connections (12 Calendar Days, Completion Date: June 16, 2028)
    - Pavement Removals on Existing Taxiway A5 within Taxiway A TOFA (Sheets C-052 & C-053)
    - Reconstruction of Taxiway A4 within Taxiway A TOFA (Sheet C-325)
    - Construction of new Taxiway A5 within Taxiway A TOFA (Sheet C-325)
    - Electrical Removals and Installation within Taxiway A TOFA (Sheets E-121 & E-122)

6. ADDENDA

Must acknowledge receipt of all addenda as part of bid. Any addenda will be issued through Quest. Contractor is responsible for confirming all addenda have been received.

6.1. Addendum 1 (Anticipated 06/01/2026)

- Revisions to Bid Form to add additional line items for Contractor Quality Control Program (CQCP) and Temporary Erosion Control for Bid Alternates. Line Items will be added to Bid Alternate 1A, Division 8 and Bid Alternate 1C, Division 20.
- Re-issue Sheets E-103 and E-104 to add removal of additional abandoned concrete-encased duct banks.
- Minutes from Pre-Bid Meeting
- Responses to Bidder Questions

7. BID SCHEDULES

7.1. Bid Schedule 1: General/Civil Construction (Multiple Prime Bidders)

- Division 1 – Runway
- Division 2 – Taxiways
- Division 3 – Gravel Service Road

7.2. Bid Schedule 2: Electrical Construction (Multiple Prime Bidders)

- Division 4 – Runway Circuits
- Division 5 – Taxiway Circuits
- Division 6 – NAVAIDs
- Division 7 – MALSR Construction

7.3. Bid Alternate 1A: General/Civil Construction (Multiple Prime Bidders) – Middle Portion

- Division 8 – Runway
- Division 9 – Taxiways

7.4. Bid Alternate 1B: Electrical Construction (Multiple Prime Bidders) – Middle Portion

- Division 10 – Runway
- Division 11 – Taxiways
- Division 12 – NAVAIDs

7.5. Bid Schedule 3: Combined General/Civil/Electrical Construction (Single Prime Bidder) – Base Bid

- Contains the same Divisions as Bid Schedules 1 & 2 (numbered 13 through 19)
  - Mobilization removed from Division 16 – All Mobilization shall be included in Division 13

7.6. Bid Alternate 1C: Combined General/Civil/Electrical Construction (Single Prime Bidder) – Bid Alternate

- Contains the same Divisions as Bid Alternates 1A & 1B (numbered 20 through 24)
    - Mobilization removed from Division 22 – All Mobilization should be included in Division 20

7.7. Quantities for the Bid Alternate are 'in addition to' the quantities in the base bid. If the Bid Alternate is awarded, there are some items in the base bid that may not be needed. These are identified in the plans.

7.8. Award of the Bid Alternate will be dependent upon the funding that is received from the FAA.

7.9. The Airport intends to award one of the following combinations of Bid Schedules:

- Base Bid Only
    - Multiple prime Bidders: Bid Schedules 1 & 2
    - Single Prime Bidder: Bid Schedule 3

- Base Bid + Bid Alternate
    - Multiple Prime Bidders: Bid Schedules 1 & 2, Bid Alternates 1A & 1B
    - Single Prime Bidder: Bid Schedule 3, Bid Alternate 1C

8. PROPOSAL FORMS

8.1. Bidder's Checklist (Pages 2-1 & 2-2 in the Specifications)

8.2. Bidder questions must be received by **10:00 am CT on Wednesday June 3, 2026** so that bidder questions can be recorded and distributed to all bidders via Addendum. Questions received after this time will not be answered.

9. FEDERAL REQUIREMENTS

9.1. Buy American

- Division 2 pages 2-47 to 2-66
- Buy American Certification (2-47 through 2-49) must be submitted with bid package.

9.2. DBE – No Goal set for this project

9.3. Required Federal Contract Provisions

- Division 1 pages 1-1 to 1-5
- Division 2 pages 2-23 to 2-27 (Certifications)
- Division 5

9.4. Wage Rates (Davis-Bacon)

- Division 7

9.5. Certified Payroll Requirements

- Payrolls required for General Contractor and any Subcontractors

10. CONTRACT

10.1. Contract Execution / Notice to Proceed

- 10 Days from NOA for Contractor execution (Signed and returned)
- Shall commence work within 14 calendar days after receiving NTP

10.2. Contract time / Liquidated Damages

- Base Bid Only
  - Phase 1: 10 Calendar days
  - Phase 2: Completion Date – October 1, 2027
  - Phase 3: 10 Calendar Days, October 1, 2027
  - Phase 4: 12 Calendar Days, Completion Date: June 16, 2028
- Base Bid + Bid Alternate
  - Phase 1: Completion Date – October 1, 2027
  - Phase 1A: 10 Calendar Days, During Phase 1
  - Phase 2: 12 Calendar Days, Completion Date: June 16, 2028
- GP 80-08 specifies liquidated damages.

11. CONSTRUCTION LIMITATIONS AND REQUIREMENTS

11.1. Construction Safety and Phasing Plan

- CSPP – Division 6
- Contractor must develop and submit Safety Plan Compliance Document prior to NTP
- Traffic Control Items
  - Construction Safety Flags or Beacons (Beacons required from Dusk to Dawn)
  - Low-profile barricades (with no entry signs)
  - High Visibility Construction Fencing
  - Construction Ahead Sign
  - Trucks Entering Ahead Signage
  - Runway closure markers
- Storage of materials, equipment, and stockpile locations
- Badging Requirements
  - All Contractor personnel shall complete necessary training for “Contractor’s Badge”. There is a charge for badging.
  - Contractor must maintain current list of all authorized personnel with GFK
  - Gate guard will be required at all times at any gates that are left open.
  - All badges must be returned to the airport at the end of the project. The airport will charge a $150 lost badge fee for any badges that are not returned.

11.2. Contractor access & staging.

- Access: Through ARFF Training Ground Gate, along new gravel service road which is to be constructed
- Staging: In existing staging area along CR5

11.3. Dust Control

11.4. Permits and SWPPP. See GP 70-02 & GP 70-19.

11.5. Utilities.

- Utilities in the area include electrical, storm sewer, telecom, and fiber optics.
- Review Demolition Plan C-051 through C-056 for known utilities
- Abandoned Jet Fuel Pipeline crosses the project site. Removal will be completed by CHS. Contractor must coordinate their schedule in advance with CHS so that they can complete removal of the pipeline after the pavement has been removed.

11.6. Typical Section

- Runway/Taxiway Pavement Section
  - 13” P-501 Cement Concrete Pavement
  - 6” P-306 Lean Concrete Base Course
  - 6” P-219 Recycled Concrete Aggregate Base Course
  - 22” P-154 Subbase Course
  - Separation Geotextile (P-154)
  - 12” P-156 Cement-Treated Subgrade (Subgrade prep according to P-152)
- Runway 35L Blast Pad/Paved Shoulders (Alt. 2)
  - 10.5” P-501 Cement Concrete Pavement
  - 6” P-219 Recycled Concrete Aggregate Base Course
  - 30.5” P-154 Subbase Course
  - Separation Geotextile (P-154)
  - 12” P-156 Cement-Treated Subgrade (Subgrade prep according to P-152)

11.7. Pavement Marking

- Airport will provide stencils for 9’ and 12’ holding position signs.
- Contractor shall apply release agent to the stencils prior to use and shall remove all paint from the stencil before returning to the airport.

11.8. Seeding

- Different Seed Mix than previous projects (More Oat Seed) (Same mix used on North side project this year)
- Different Fertilizer than previous projects (Higher Nitrogen content) (same fertilizer used on North side project this year)

11.9. Quality Control/Quality Assurance

- Quality Control Testing is the responsibility of the Contractor
- Quality Assurance Testing is the responsibility of the Engineer, but the Contractor must tell the RPR when they will be ready for tests. Must keep Engineer informed

11.10. Construction Staking

- Staking and QA Survey will be completed by the Engineer.
- Coordinate with RPR and surveyors to schedule survey

11.11. Meetings include but are not limited to the following:

- Pre-construction conference – Approx. 2 weeks prior to NTP
- Weekly construction progress meetings – During construction
- Pre-Pave Meeting – Prior to beginning concrete paving operations
  - Typically hold separate meetings for P-306 and P-501, but these can be combined if needed

12. QUESTIONS

Q: Is there any work that can be completed in the Fall of 2026?
A: Contractors may begin construction of the gravel service road, from Sta 1+00 to approximately Sta 26+00. This portion is anticipated to be constructed of virgin material in order to provide an access route to the Runway. This portion of the road provides access to the FAA's SWS site. Contractors shall protect this site and all associated equipment when working in this area. Contractors are also encouraged to begin stockpiling material in the staging area. The Staging area is expected to be in use through October for the current project.

Mead & Hunt

PRE-BID ATTENDANCE ROSTER
GRAND FORKS INTERNATIONAL AIRPORT
RECONSTRUCT RUNWAY 17R/35L – SOUTH & MIDDLE PORTION
MAY 29, 2026, AT 10:00 AM

PLEASE PRINT

Name	Representing	Address	Email	Phone
Rob Martens	Strata / Knife River	PO Box 13500 Grand Forks ND	Rob.Martens@KnifeRiver.com	701-741-4239
Josh Ferris	Park Const.	4141 38th St S. Fargo ND	jferris@park1916.com	701-330-0431
Cason Dunker	GFK	2787 Airport Dr.	cdunker@gfkairport.com	701.738.4632
Scott Nelson	GFK	2787 Airport Dr	snelson@gfkairport.com	701 738-4636
Joe Zavoral	RJZ	Po Box 425 EGF MN	joe@rjzavoral.com	701.739.0110
Joey Castiglione	GFK	2301 Airport Dr	Jcastiglione@gfkairport.com	701 7384644
Ryan Riesinger	GFK/44	2301 Airport Dr.	rriesinger@gfkairport.com	701 738-4646

Online Attendees		
Name	**Representing**	**Email Address/Phone Number**
Patrick Casserly	Mead & Hunt	Patrick.Casserly@meadhunt.com 701-552-9014
Steve Schmidt	Northern Improvement Company	sschmidt@nicnd.com 701-277-1225
Devin Septon	Northern Improvement Company	dsepton@nicnd.com
Kyler Schneider	KGM Contractors	kylers@kgmcontractors.com
Nick Thoennes	NEO Electrical	nickt@neoelectrical.com 715-808-0463
Jesse Bruns	Reede Construction, Inc.	JesseB@ReedeConstruction.net 605-225-7082

Bidder Questions Answered by the Engineer

1. **Question:**
   want to make sure I am understanding correct, we can either bid the electrical separate or to a prime?

   Response:
   Yes, you are correct. If Electrical Contractors want to bid as an electrical prime, they can just fill out Bid Schedule 2 and Bid Alternate 1B. Otherwise, they are free to coordinate with a general/civil prime who can include the prices in their Bid Schedule 3/Bid Alternate 1C.

2. **Question:**
   Reading the specs it sounds like all conduit shall be PVC except the HDPE for boring? Which I am then assuming it all needs to be open trenched with clean backfill?

   Response:
   HDPE conduit will be allowable meeting NEC requirements and UL Listings. All joints, couplers and accessories are to be listed for HDPE use. Plowing in HDPE conduit to be allowable in single conduit run installation along runway edge of pavement. All open trenching to be backfilled per project specifications and project details. Ensure measures are implemented during installation to prevent the HDPE conduit coiling back upward.

3. **Question:**
   I am wondering about the lack of bid items for Contractor quality control program and Temporary erosion control for the Bid Alternate. Will they be added by addendum?

   Response:
   These items will be added to the Bid Alternate bid schedules with Addendum 1.

4. **Question:**
   C-001 has notes about the bituminous milling surface course. The bituminous milling surface course item is in Division 3, gravel service road. The notes talk about bituminous millings salvaged from the removal of pavement on the project/taken from other areas of the project. It requires them to meet a gradation and requires the contractor to sample and test for gradation on each day of milling. It's my understanding that the gravel service road is built before the project starts using existing millings stockpiled on the airport property. If we are using millings from an existing stockpile, we're stuck with the gradation of the material in the pile. Am I understanding this correctly?

   Response:
   That is incorrect. The first portion of the gravel service road (from the ARFF Training Ground to the FAA SWS site) is to be constructed with virgin aggregate material. This will allow access to the Runway to begin milling operations. The remainder of the road will be constructed with the millings removed from the Runway.

5. **Question:**
   C-001 also has notes about the crushed stone backfill. The crushed stone backfill is in Alternate 1A - Division 9, taxiways. What is this used for? Daily gradations are required. Is this imported or processed from onsite materials?

   Response:
   Please refer to the Typical Sections on Sheets C-309 and C-310. Crushed stone backfill is to be used in place of the cement-treated subgrade in areas with short construction durations – like the connections to Taxiway A and the revisions to the Taxiway B fillets. This material is to be imported.

6. **Question:**
   The CSPP sheets for the alternate have a 20' height restriction. The CSPP sheets for the base bid have 50' and 30' limits. Does the 20' height limitation apply to all the area shown on G-086 to G-089 or only the work area added by the alternate, IE the middle portion of the runway?

   Response:
   This height is incorrect. This will be corrected with Addendum 1. The heights for the Bid Alternate should be 50 feet for all phases.

7. **Question:**
   The seeding limits on parts of the service road are very narrow, as narrow as 1'. If a wider area is disturbed building or backfilling the road, and wider seeding is required, is that work paid for or incidental?

   Response:
   Seeding limits include only the areas included in the design surface. Restoration of any areas outside of the grading limits in considered incidental.

8. **Question:**
   The notes describe salvaging bituminous material/millings from the project and blending them with virgin material to make subbase course. Just to clarify, the blended subbase course described is the P-154 subbase course that is under the runway and taxiways. Correct?

   Response:
   Contractor must ensure that they have enough millings to construct the gravel service road and the segmented circle as shown in the plans. Any excess millings may be blended with the subbase course under the Runway and Taxiways.

9. **Question:**
   We were wondering if we could do a site drive through. Please let us know if this will be acceptable and if there is a site contact we should reach out to before arriving.

   Response:
   Getting out on the airfield will really depend on the weather. That portion of the Runway is heavily used, and if the winds are strong out of the north or south, it might be difficult to get out there due to the traffic. Please contact the airport if you wish to schedule a site visit, but be aware that scheduling may be difficult. The Airport contact for site visit is Joey Castiglione (jcastiglione@gfkairport.com).

10. **Question:**
    Sheets C-906 and C-915 appear to be showing the wrong cross-sections. Can you provide an updated Sheet C-906 and C-915.

    Response:
    Corrected sheets will be included in Addendum 1.

11. Question:

Could I get a copy of the pre-bid meeting sign in sheet?

Response:

The sign-in sheet will be included with the Pre-Bid Meeting Minutes, which will be distributed with Addendum 1.

12. Question:

Jointing layout is set up with a 37.5’ paving width. Is 37.5’ pave width required?

Response:

Per note 3 on the Jointing Plan sheets, the paving width may be adjusted by the Contractor. If the Contractor elects to revise the paving width, the jointing layout and joint types shall be revised accordingly.

13. Question:

Is Coal Creek fly ash allowable?

Response:

Coal Creek flyash has been used successfully on past projects at GFK. Coal Creek flyash is allowable as long as it meets the P-501 Specifications for Loss on Ignition and Calcium Oxide content. Available Alkalies, as Na2Oe shall be less than 3%.

14. Question:

Response: