6501 N. Classen Blvd.
Suite 200
Oklahoma City, OK 73116
TEL 405.669.8725
www.GarverUSA.com

**ADDENDUM NO. 1**

| | |
|---|---|
| **Date:** | **30 April 2025** |
| **Project Name:** | **ADH Parallel Taxiway B** |
| **Owner:** | **Ada Regional Airport** |
| **Garver Project No.** | **2402254** |

This addendum shall be a part of the Plans, Contract Documents and Specifications to the same extent as though it were originally included therein, and it shall supersede anything contained in the Plans, Contract Documents, and Specifications with which it might conflict. This addendum, including all attachments, shall become part of the Contract and all provisions of the Contract shall apply thereto. The time provided for completion of the Contract has been increased from 114 Calendar Days to 119 Calendar Days as noted in this addendum. Acknowledgement of receipt of this addendum must be noted in the appropriate section of the Bid Form and included with the Contract Documents.

A. **ALERTS**

1. Bids shall be received at the office of the City of Ada at 512 North Stockton, Ada, Oklahoma. Bid opening is scheduled for Tuesday, May 6th, 2025, at 1:30 PM CT, bid opening is scheduled for 2:00 PM on the same day at the Airport Terminal Building.

B. **QUESTIONS AND ANSWERS**

1. Is there an Engineer's Estimate for this project?
   a. An Engineer's Estimate has been prepared for the owner's use; Engineer's Estimate will not be made available to bidders to ensure a competitive bid environment.
2. The Oklahoma Construction Industry Board only issues licenses for the following trades: Building Inspectors, Home Inspectors, Plumbing, Electrical, Mechanical, Roofing. Additionally, they state that general contractors are not required to have a state license in Oklahoma. It is felt that electrical licensure is the only relevant license among these. Is an Oklahoma Contractor's License required to construct this project? Is an electrical works license required per 00 41 00-8?
   a. Contractor shall comply with all local and state laws governing licensure. Electrical license shall be required for relevant contractor/subcontractor performing electrical work. General Contractor will not be required to hold an Oklahoma State License.
3. Plan Sheet CC-101 and CC-102 callouts show different total quantities of pipe and structures than summary of quantities and bid schedule.

a. GI-002 and Bid Schedule have been updated with the following changes to reconcile these differences: Added a line item for 36" RCP to base bid; Updated alternate bid ODOT manhole quantity from two (2) to one (1); Added a line item for 7'x7' standard grate inlet to alternate bid.

4. Can the owner provide an excel version of the required Pay Items, Units and Quantities?
   a. Plan room does not allow for attachment of excel documents by addendum; to ensure a fair bid environment no excel version shall be provided to bidders.
5. Does the airport want any of the waste materials (Asphalt, Dirt, Storm Drainage Pipe, etc.)?
   a. All waste materials, unless otherwise noted in the project plans and specifications, shall be removed from the site and disposed of by the contractor.
6. Are taxiway closure X's needed for the south end of decommissioned Runway 13-31?
   a. See revised phasing and marking plans sheet GC-101. Taxiway Closure X's added to decommissioned runway end and pavement marking quantities adjusted to incorporate this change.
7. How flexible are phasing plan and phase durations depicted in plans? We have concerns about durations and periods of work impacting runway.
   a. Period of closure of Runway 18-36 from a single 7-day closure to two closure periods one 7-day and another 14-day. One 7-day closure for drainage, buried utilities, and trenching, and a second 14-day closure for paving work within Runway Safety Area (RSA). Runway 13-31 to remain open during both of these closure periods. See attached updated project phasing plans.
8. A series of questions were asked requesting modifications to federal standards to allow for expedited construction of pavements within Runway Safety Area, they are summarized below and then will be answered together.
   - Are curing chemicals permitted?
   - Can a mid range or super P admixture be used in the concrete mix to increase slump and make it more workable?
   - Are wood forms for concrete acceptable?
   - What are the acceptable tolerance on finish grade/thickness for hand placement?
   - In slip form construction, can dowels be drilled and epoxied after placement? If so what is the wait time before drilling?
   - Can requirements for texture/cure machine to be run behind the slip former be waived?

   a. Any modifications to standard specifications requires FAA approval. Some variance is allowed within these standard specs based on circumstance based on engineer/RPR acceptance. Wood forms shall be allowed in select areas at the discretion of the RPR. Curing, Admixtures, Construction Methods, and acceptance criteria shall meet the requirements outlined in P-501.
9. Is the expected borrow available on-site?
   a. Borrow material in excess of quantity of unclassified excavation to be supplied by contractor.

10. Will excess spoils be wasted on-site?
    a. Project is a net fill condition, cut materials shall be incorporated into embankment, no excess material is anticipated.
11. Is there an on-site water source?
    a. Yes.
12. Line Item 11 Borrow Excavation – Does this item include the excavation, hauling, placement, grading and compaction of the material?
    a. Yes, per P-152 price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.
13. Line Item aggregate base course – will this material need to be pugged before placement and will a laydown machine or jersey spreader need to be used?
    a. Aggregate base course construction and placement shall be in accordance with Construction Methods outlined in P-209. Yes a laydown machine will be required to avoid segregation. Pugging is not required, however material will have to meet moisture content and densities for approval. Alternative methods may be submitted to engineer for approval, control strip may be used for evaluation of proposed alternative.
14. There are specs for mulching and seeding, however there is not a line item for hydroseeding, is this project sod only?
    a. Yes
15. RCP Backfilling under pavement crossing - Typically it is required to be backfill with aggregate to the top of finished subgrade a foot or so outside the pavement edge, detail 2 on sheet 20 depicts dirt being used. Please clarify
    a. Detail 2 Sheet 20 has been corrected see note on detail: "… P-209 may be used as backfill at the contractor's option. No additional payment will be made if P-209 is used in lieu of Class 7."

C. **MODIFICATIONS OF BID DOCUMENTS**

8. *Plans*
    a. GI-002: Updated summary of quantities.
    b. GC-101: Updated phasing durations.
    c. GC-102: Updated phasing durations.
    d. CC-201: Updated Detail 2.
9. *Specifications*
    a. 00 52 00 Contract: Updated contract duration to match new phasing plan.
    b. Bid Schedule: Updated to match summary of quantities.
    c. D-751-5: Updated payment line items.

d. SS-100-2: Updated phasing to match new phasing plan.

By: Digitally signed by Matthew I Ranck
Date: 2025.04.30 18:48:10-05'00'


Matt Ranck, P.E.
Project Manager

Attachments:
A. Plan Sheets GI-002, GC-101, GC-102, CC-201
B. 00 52 00-1
C. Bid Schedule
D. D-751-5
E. SS-100-2

END OF ADDENDUM NO. 1

## Sheet List Table

| SHEET NUMBER | SHEET TITLE | DRAWING NUMBER |
|---|---|---|
| | GENERAL | |
| 1 | COVER SHEET | GI-001 |
| 2 | SHEET INDEX & SUMMARY OF QUANTITES | GI-002 |
| 3 | GENERAL NOTES | GI-003 |
| 4 | PROJECT LAYOUT | GI-101 |
| 5 | SURVEY CONTROL & BORING LOCATION | GI-102 |
| 6 | CSPP NOTES I | GC-001 |
| 7 | CSPP NOTES II | GC-002 |
| 8 | CONSTRUCTION SAFETY AND PHASING I | GC-101 |
| 9 | CONSTRUCTION SAFETY AND PHASING II | GC-102 |
| 10 | CONSTRUCTION SAFETY AND PHASING DETAILS | GC-201 |
| | CIVIL | |
| 11 | EXISTING CONDITIONS | CV-101 |
| 12 | EROSION CONTROL PLAN I | CE-101 |
| 13 | EROSION CONTROL PLAN II | CE-102 |
| 14 | EROSION CONTROL PLAN - BID ALT | CE-103 |
| 15 | EROSON CONTROL DETAILS | CE-201 |
| 16 | DEMOLITION PLAN | CD-101 |
| 17 | DEMOLITION DETAILS | CD-201 |
| 18 | STORM DRAIN PLAN AND PROFILE | CC-101 |
| 19 | STORM DRAIN PLAN AND PROFILE - BID ALT | CC-102 |
| 20 | GRADING AND DRAINAGE DETAILS 1 | CC-201 |
| 21 | GRADING AND DRAINAGE DETAILS 2 | CC-202 |
| 22 | ODOT MANHOLE DETAIL | CC-203 |
| 23 | UNDERDRAIN DETAILS | CC-204 |
| 24 | TYPICAL SECTIONS I | CP-001 |
| 25 | TYPICAL SECTIONS II | CP-002 |
| 26 | PAVING PLAN I | CP-101 |
| 27 | PAVING PLAN II | CP-102 |
| 28 | PAVING PLAN - BID ALTERNATE | CP-103 |
| 29 | TAXIWAY B PLAN AND PROFILE | CP-104 |
| 30 | APRON CONNECTOR PLAN AND PROFILE | CP-105 |
| 31 | APRON CONNECTOR PLAN AND PROFILE - BID ALT | CP-106 |
| 32 | TAXIWAY B2 PLAN AND PROFILE | CP-107 |
| 33 | GRADING PLAN - BASE BID | CG-101 |
| 34 | GRADING PLAN - BID ALT | CG-102 |
| 35 | JOINT LAYOUT PLAN I | CJ-101 |
| 36 | JOINT LAYOUT PLAN II | CJ-102 |
| 37 | JOINT DETAILS | CJ-201 |
| 38 | ELEVATION PLAN I | CJ-301 |
| 39 | ELEVATION PLAN II | CJ-302 |
| 40 | PAVEMENT MARKING PLAN | CM-101 |
| 41 | PAVEMENT MARKING DETAILS | CM-201 |
| | ELECTRICAL | |
| 41 | LIGHTING LEGENDS AND NOTES | EN-001 |
| 43 | LIGHTING DEMOLITION PLAN 1 | ED-101 |
| 44 | LIGHTING DEMOLITION PLAN 2 | ED-102 |
| 45 | LIGHTING DEMOLITION DETAILS | ED-201 |
| 46 | LIGHTING INSTALLATION PLAN 1 | EL-101 |
| 47 | LIGHTING INSTALLATION PLAN 2 | EL-102 |
| 48 | LIGHTING INSTALLATION DETAILS 1 | EL-201 |
| 49 | LIGHTING INSTALLATION DETAILS 2 | EL-202 |
| 50 | LIGHTING INSTALLATION DETAILS 3 | EL-203 |
| 51 | LIGHTING INSTALLATION DETAILS 4 | EL-204 |
| 52 | LIGHTING INSTALLATION DETAILS 5 | EL-205 |
| | CROSS SECTIONS | |
| 53 | TAXIWAY B CROSS SECTION I | XS-101 |
| 54 | TAXIWAY B CROSS SECTION II | XS-102 |
| 55 | TAXIWAY B CROSS SECTION III | XS-103 |
| 56 | APRON CONNECTOR CROSS SECTION - BASE BID | XS-104 |
| 57 | APRON CONNECTOR CROSS SECTION - BID ALT | XS-105 |
| 58 | TAXIWAY B2 CROSS SECTION | XS-106 |

### SUMMARY OF PAY ITEMS: BASE BID

| | | | | |
|---|---|---|---|---|
| 1 | C-100-1 | CONTRACTOR QUALITY CONTROL PROGRAM (CQCP) | LS | 1 |
| 2 | C-102-1 | TEMPORARY EROSION CONTROL | LS | 1 |
| 3 | C-105-1 | MOBILIZATION | LS | 1 |
| 4 | P-101-1 | BITUMINOUS PAVEMENT REMOVAL | SY | 6,400 |
| 5 | P-101-2 | EXISTING GRAVEL REMOVAL | SY | 1,800 |
| 6 | P-101-3 | EXISTING 30" RCP REMOVAL | LF | 641 |
| 7 | P-101-4 | UNDERDRAIN REMOVAL | LS | 1 |
| 8 | P-101-6 | GRATE INLET REMOVAL | EA | 1 |
| 9 | P-151-1 | CLEARING & GRUBBING | ACRE | 2 |
| 10 | P-152-1 | UNCLASSIFIED EXCAVATION | CY | 3,700 |
| 11 | P-152-2 | BORROW EXCAVATION | CY | 13,500 |
| 12 | P-152-3 | MUCK EXCAVATION | CY | 300 |
| 13 | P-209-1 | CRUSHED AGGREGATE BASE COURSE (6") | SY | 8,200 |
| 14 | P-501-1 | CONCRETE PAVEMENT (12") | SY | 7,900 |
| 15 | P-620-1 | PAVEMENT MARKING REMOVAL & SURFACE PREPARATION | SF | 7,000 |
| 16 | P-620-2 | YELLOW REFLECTIVE PAVEMENT MARKINGS | SF | 3,500 |
| 17 | P-620-3 | BLACK NON-REFLECTIVE PAVEMENT MARKINGS | SF | 1,250 |
| 18 | D-701-1 | 30 INCH REINFORCED CONCRETE PIPE (RCP), CLASS III | LF | 194 |
| 19 | D-701-2 | 36 INCH REINFORCED CONCRETE PIPE (RCP), CLASS III | LF | 325 |
| 20 | D-705-3 | 30" FLARED END SECTION | EA | 1 |
| 21 | D-705-1 | 6" PVC UNDERDRAIN OR PIPE (SOLID) | LF | 100 |
| 22 | D-751-1 | 5' X 5' STANDARD AIRCRAFT RATED GRATE INLET | EA | 1 |
| 23 | D-751-2 | 5' X 5' AIRCRAFT RATED JUNCTION BOX | EA | 1 |
| 24 | T-904-1 | SODDING | SY | 39,200 |
| 25 | SS-300-1 | LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES | LS | 1 |
| 26 | SS-301-1 | EXISTING ELECTRICAL JUNCTION STRUCTURE, REMOVED | EA | 1 |
| 27 | SS-301-2 | EXISTING BASE MOUNTED RUNWAY EDGE LIGHT, REMOVED, BASE DEMOLISHED | EA | 1 |
| 28 | SS-301-3 | EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT, REMOVED, BASE TO REMAIN, BLANK COVER INSTALLED | EA | 18 |
| 29 | SS-301-4 | EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED, FOUNDATION DEMOLISHED | EA | 1 |
| 30 | SS-301-5 | EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED, FOUNDATION TO REMAIN | EA | 5 |
| 31 | SS-301-6 | EXISTING BASE MOUNTED RUNWAY DISTANCE REMAINING SIGN, REMOVED AND STORED, FOUNDATION DEMOLISHED | EA | 1 |
| 32 | L-108-1 | NO. 8 AWG, 5 KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT | LF | 1,000 |
| 33 | L-108-2 | NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS | LF | 1,400 |
| 34 | L-110-1 | CONCRETE ENCASED ELECTRICAL DUCT BANK, 2-WAY 2-INCH C | LF | 140 |
| 35 | L-110-2 | NON-ENCASED ELECTRICAL DUCT BANK, 2-WAY 2-INCH C | LF | 210 |
| 36 | L-110-3 | NON-ENCASED ELECTRICAL CONDUIT, 1-WAY 2-INCH C | LF | 680 |
| 37 | L-115-1 | ELECTRICAL JUNCTION STRUCTURE PLAZA, TWO L-867 CLASS 1, SIZE 16" DIAMETER BY 24" DEPTH JUNCTION CANS | EA | 4 |
| 38 | L-125-1 | L-858(L) BASE MOUNTED, 2-MODULE GUIDANCE SIGN, INSTALLED | EA | 2 |
| 39 | L-125-2 | L-858(L) BASE MOUNTED, 3-MODULE GUIDANCE SIGN, INSTALLED | EA | 1 |
| 40 | L-125-3 | EXISTING STORED RUNWAY DISTANCE REMAINING SIGN, INSTALLED ON NEW FOUNDATION | EA | 1 |
| 41 | L-125-4 | L-853 TAXIWAY RETROREFLECTIVE MARKER, INSTALLED | EA | 4 |
| 42 | L-125-5 | PROCURE GUIDANCE SIGN PANELS | EA | 2 |

### SUMMARY OF PAY ITEMS: BID ADD

| | | | | |
|---|---|---|---|---|
| 1 | C-102-1 | TEMPORARY EROSION CONTROL | LS | 1 |
| 2 | C-105-1 | MOBILIZATION | LS | 1 |
| 3 | P-152-1 | UNCLASSIFIED EXCAVATION | CY | 300 |
| 4 | P-209-1 | CRUSHED AGGREGATE BASE COURSE (6") | SY | 1,100 |
| 5 | P-501-1 | CONCRETE PAVEMENT (12") | SY | 1,100 |
| 6 | D-701-2 | 36 INCH REINFORCED CONCRETE PIPE (RCP), CLASS III | LF | 519 |
| 7 | D-751-1 | 5' X 5' STANDARD AIRCRAFT RATED GRATE INLET | EA | 1 |
| 8 | D-751-3 | 60" ODOT PRECAST ROUND MANHOLE | EA | 1 |
| 9 | D-751-4 | 7' X 7' STANDARD AIRCRAFT RATED GRATE INLET | EA | 1 |
| 10 | T-904-1 | SODDING | SY | 3,100 |



NOT FOR CONSTRUCTION,
IFB DOCUMENT DELIVERABLES

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 4/30/25 | ADDENDUM 1 | SMR |

ADA REGIONAL AIRPORT
ADA, OKLAHOMA

CONSTRUCT PARALLEL TAXIWAY B - PHASE 1

SHEET INDEX & SUMMARY OF QUANTITES

JOB NO.: A03-2402254
DATE: APRIL 2025
DESIGNED BY: RSY
DRAWN BY: CDS/YM

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DRAWING NUMBER
**GI-002**

SHEET NUMBER **2**

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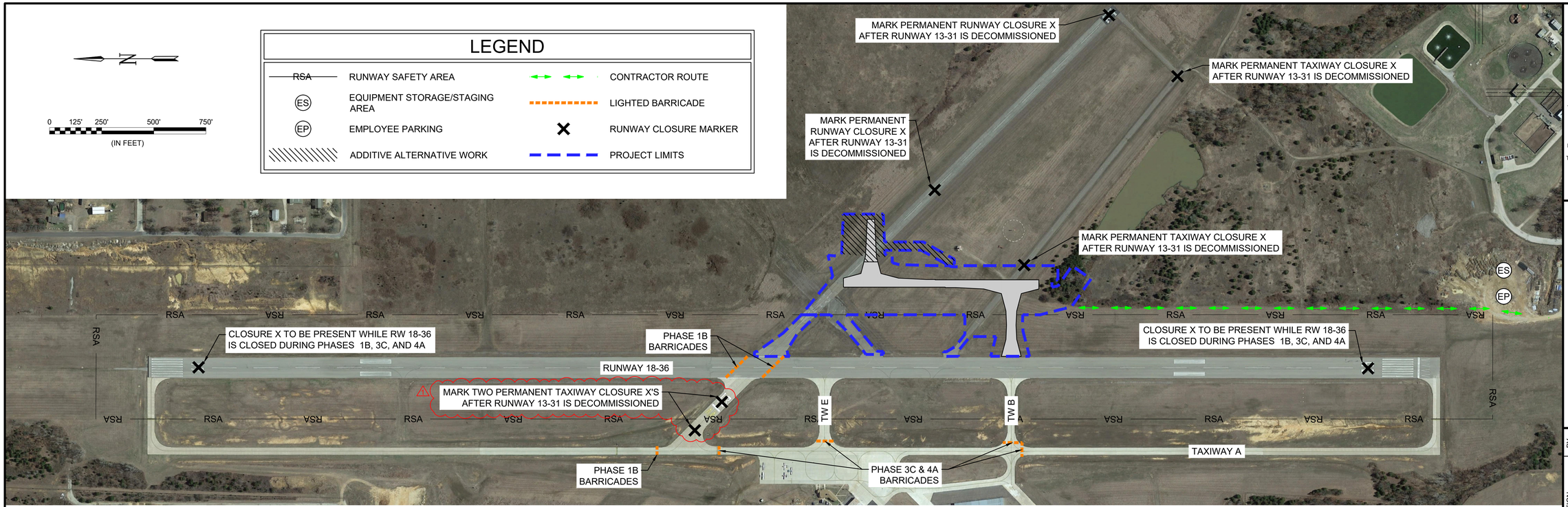
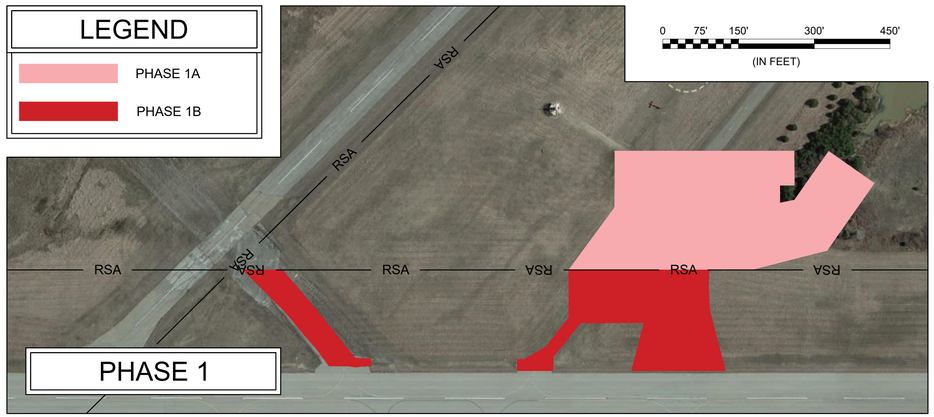
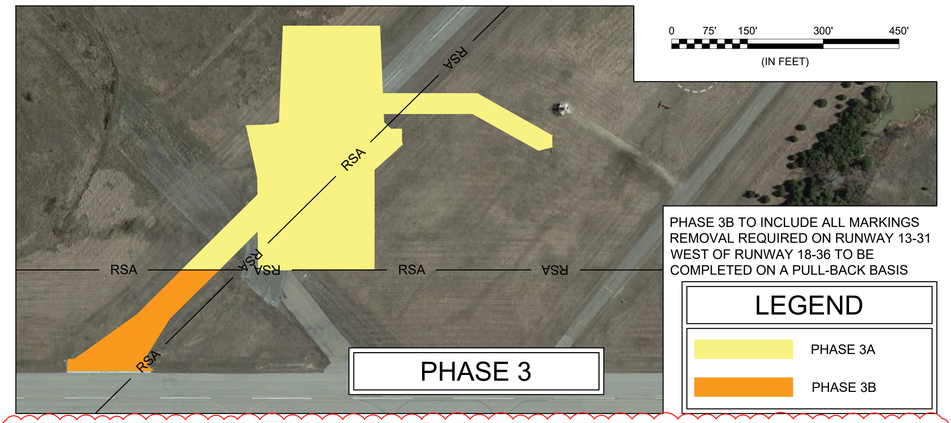
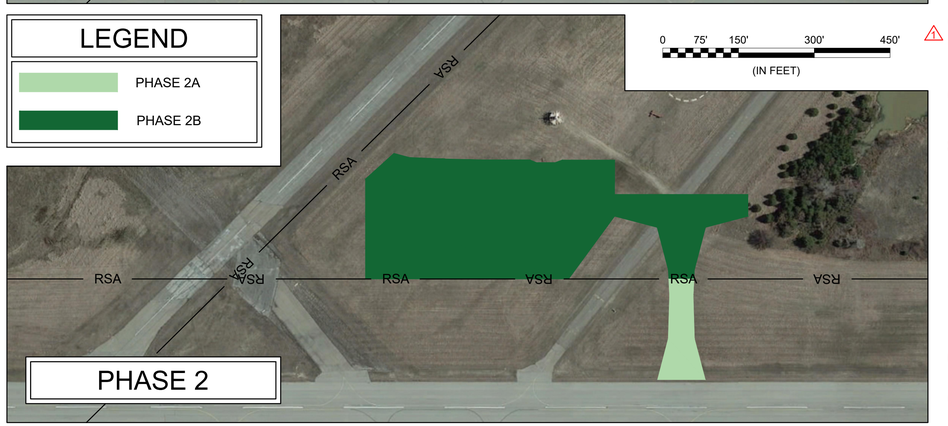
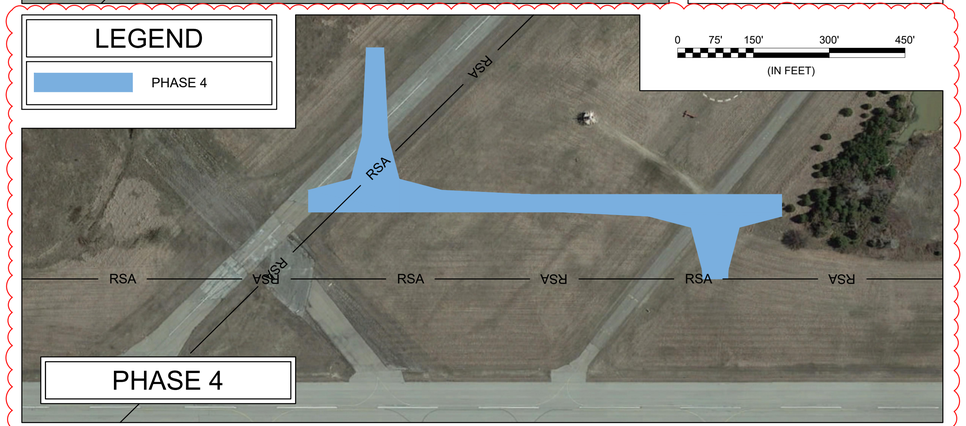
Last plotted by: Rice, Scott M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/29/2025 10:45 AM Plotter used: DWG To PDF.pc3




NOTES:

1. PRINT NOTE: SHEET SHALL BE PRINTED IN COLOR.
2. GENERAL PHASING INTENT IS TO MAINTAIN RUNWAY OPERATIONS TO THE GREATEST EXTENT POSSIBLE THROUGHOUT CONSTRUCTION. RUNWAY 13-31 WILL BE PERMANENTLY DECOMMISSIONED AS PART OF PHASE 3 WORK. RUNWAY 13-31 IS TO REMAIN OPEN FOR THE DURATION OF PHASES 1 & 2 WHILE RUNWAY 13-36 IS CLOSED. RUNWAY 18-36 CLOSURE PERIOD IS TO BE MINIMIZED TO THE GREATEST EXTENT POSSIBLE. WORK REQUIRING THE CLOSURE OF RUNWAY 18-36 SHALL BE COMPLETED AT NIGHT TYPICALLY, WITH THE EXCEPTION BEING WORK AREAS 1B AND 4A WHICH ARE TO BE COMPLETED DURING 24-7 WORK PERIODS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
3. SEE NEXT SHEET FOR PHASING BREAKDOWN AND CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL INFORMATION.
4. CONTRACTOR MAY SUBMIT AN ALTERNATE PHASING PLAN ADJUSTING TIMING AND PERIODS OF WORK SUBJECT TO THEIR MEANS AND METHODS. CONTRACTOR WILL BE EXPECTED TO HOLD TOTAL CONTRACT TIME AND NOT TO EXCEED RUNWAY CLOSURE PERIODS AS SHOWN ON NEXT SHEET.
5. PHASE 1 INCLUDES ALL WORK REQUIRED TO COMPLETE DRAINAGE INSTALLATION UNDER NEW TAXIWAY B2 AND STABILIZE SITE. PHASE 2 INCLUDES ALL WORK OUTSIDE RUNWAY SAFETY AREAS EXCLUDING CONCRETE PAVING. PHASE 3 IS ALL REMAINING WORK REQUIRING CLOSURE OF RUNWAY 13-31 EXCLUDING CONCRETE PAVING. PHASE 4 IS ALL CONCRETE PAVING AND PAVEMENT MARKINGS APPLICATION.



NOT FOR CONSTRUCTION, IFB DOCUMENT DELIVERABLES

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 4/30/25 | ADDENDUM 1 | SMR |

ADA REGIONAL AIRPORT
ADA, OKLAHOMA

CONSTRUCT PARALLEL TAXIWAY B - PHASE 1

CONSTRUCTION SAFETY AND PHASING I

JOB NO.: A03-2402254
DATE: APRIL 2025
DESIGNED BY: RSY
DRAWN BY: CDS/YM

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

DRAWING NUMBER
**GC-101**

SHEET NUMBER **8**

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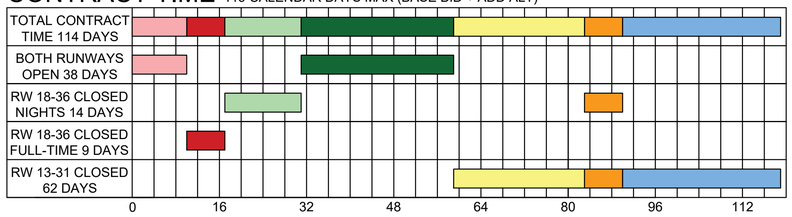
## LEGEND

PHASE 1A | PHASE 2A | PHASE 3A | PHASE 4

PHASE 1B | PHASE 2B | PHASE 3B

## CONTRACT TIME 119 CALENDAR DAYS MAX (BASE BID + ADD ALT)




PHASING PLAN AND SCHEDULE DEPICTED IN THE PLANS IS ONE POTENTIAL WORK PROGRESSION. CONTRACTOR MAY SUBMIT ALTERNATIVE PHASING PLANS BASED ON THEIR AVAILABLE MEANS AND METHODS FOR APPROVAL. PRIOR TO PRE-CONSTRUCTION MEETING, CONTRACTOR, ENGINEER AND AIRPORT SHALL HAVE A MEETING TO DISCUSS PROJECT PHASING TO REFINE PHASING APPROACH. THE INTENT OF THE PHASING PLAN DEPICTED IN THESE PLANS IS:

1. MINIMIZE RUNWAY OPERATIONAL IMPACTS THROUGH: MINIMIZING PERIOD OF CLOSURE FOR RUNWAY 18-36, WHERE WORK ALLOWS COMPLETING WORK WITHIN RUNWAY SAFETY AREAS IN EVENINGS, AND KEEPING RUNWAY 13-31 OPEN FOR THE LONGEST PERIOD POSSIBLE TO PROVIDE OPERATIONAL ALTERNATIVES TO 18-36.
2. GROUP SIMILAR SCOPES OF WORK TO MINIMIZE CONTRACTOR MOBILIZATION COSTS AND PROVIDE FOR THE EFFICIENT PROGRESSION OF WORK.

**NORMAL WORK HOURS SHALL BE 8 AM TO 6 PM, NIGHT WORK HOURS SHALL BE 8 PM TO 6 AM. CONTRACTOR SHALL WORK MONDAY THROUGH FRIDAY EXCEPT DURING FULL-TIME WORK PHASE 1B WHEN THEY WILL WORK FULL TIME 24/7 INCLUDING WEEKENDS. DURING NIGHT WORK CONTRACTOR MUST STABILIZE AND CLEAN SITE AT CONCLUSION OF WORK EACH DAY BEFORE RETURNING OVER RUNWAY TO OPERATION. CONTRACTOR WILL BE SUBJECT TO LIQUIDATED DAMAGES AS OUTLINED IN THE CONTRACT DOCUMENTS UPON FAILURE TO RETURN THE SITE TO OPERATIONAL CONDITIONS AT THE END OF THE WORK DAY.**

| PHASE | PERIOD | DESCRIPTION | IMPACTS | PRE-REQUISITE PHASES |
|---|---|---|---|---|
| 1A | 10 DAYS NORMAL WORK HOURS | ALL SITE WORK REQUIRED FOR THE INSTALLATION OF NEW DRAINAGE SYSTEM OUTSIDE OF RUNWAY 18-36 SAFETY AREA INCLUDING: TRENCHING AND EXCAVATION, MISCELLANEOUS DEMOLITION, DRAINAGE STRUCTURE & RCP INSTALLATION, AND SITE STABILIZATION. | BOTH RUNWAYS OPEN | NONE |
| 1B | 7 DAYS FULL-TIME WORK HOURS | ALL SITE WORK REQUIRED FOR THE INSTALLATION OF NEW DRAINAGE SYSTEM INSIDE OF RUNWAY 18-36 SAFETY AREA INCLUDING: TRENCHING AND EXCAVATION, MISCELLANEOUS DEMOLITION, DRAINAGE STRUCTURE & RCP INSTALLATION, AND SITE STABILIZATION. | RUNWAY 18-36 CLOSED FULL-TIME | PHASE 1A DRAINAGE INSTALLATION MUST BE COMPLETED BEFORE PROCEEDING TO PHASE 1B |
| 2A | 14 DAYS NIGHT WORK HOURS | ALL WORK REQUIRED FOR THE CONSTRUCTION OF NEW TAXIWAY PAVEMENT WITHIN PHASE 2 PROJECT LIMITS INSIDE RUNWAY 18-36 SAFETY AREA INCLUDING EARTHWORK, PAVEMENT DEMOLITION, PLACEMENT OF BASE COURSE, AND CONCRETE PAVING. | RUNWAY 18-36 CLOSED EVENINGS | PHASE 1A DRAINAGE INSTALLATION MUST BE COMPLETED BEFORE PROCEEDING TO PHASE 1B |
| 2B | 28 DAYS NORMAL WORK HOURS | ALL WORK REQUIRED FOR THE CONSTRUCTION OF NEW TAXIWAY PAVEMENT WITHIN PHASE 2 PROJECT LIMITS OUTSIDE RUNWAY 18-36 SAFETY AREA INCLUDING EARTHWORK, PAVEMENT DEMOLITION, AND PLACEMENT OF BASE COURSE | BOTH RUNWAYS OPEN | PHASES 1A & 1B DRAINAGE INSTALLATION MUST BE COMPLETE BEFORE STARTING GRADING WORK IN PHASE 2A |
| 3A | 24 DAYS NORMAL WORK HOURS | ALL WORK REQUIRED FOR THE CONSTRUCTION OF NEW TAXIWAY PAVEMENT WITHIN PHASE 2 PROJECT LIMITS OUTSIDE RUNWAY 18-36 SAFETY AREA INCLUDING EARTHWORK, PAVEMENT DEMOLITION, AND PLACEMENT OF BASE COURSE | RUNWAY 13-31 CLOSED | RUNWAY 13-31 TO REMAIN OPEN THROUGH PHASES 1 & 2.TO BE FOLLOWED BY DECOMMISSIONING RUNWAY IN PHASE 3. |
| 3B | 7 DAYS NIGHT WORK HOURS | REMAINING PAVEMENT DEMOLITION WITHIN RUNWAY 18-36 RUNWAY SAFETY AREA. REMOVAL OF RUNWAY 13-31 PAVEMENT MARKINGS AND HOLD POSITIONS AS SHOWN IN DEMOLITION PLANS AND APPLICATION OF PERMANENT RUNWAY CLOSURE X PAVEMENT MARKINGS. | BOTH RUNWAYS CLOSED EVENINGS | |
| 4 | 24 DAYS NORMAL WORK HOURS | ALL REMAINING WORK REQUIRED FOR THE CONSTRUCTION OF NEW TAXIWAY PAVEMENT WITHIN RUNWAY 18-36 SAFETY AREA INCLUDING CONCRETE PAVING, AND TEMPORARY MARKINGS. TIMING AND DURATION SUBJECT TO CONTRACTOR'S MEANS AND METHODS. | RUNWAY 13-31 CLOSED | |

DRAINAGE INSTALLATION TO BE COMPLETED DURING DAYLIGHT HOURS. CONTRACTOR MAY COMPLETE OTHER WORK DURING NIGHT HOURS AT THEIR DISCRETION AS LONG AS IT DOES NOT EXTEND THE PERIOD OF FULL-TIME RUNWAY CLOSURE BEYOND 7 CALENDAR DAYS.

ADDITIVE ALTERNATIVE SCOPE SHOWN ON PREVIOUS PAGE IS INCLUDED IN OVERALL 24 DAY PHASE DURATION. IF ADDITIVE ALTERNATIVE IS NOT AWARDED, PHASE DURATION SHALL BE DECREASED TO 18 DAYS

ADDITIVE ALTERNATIVE SCOPE SHOWN ON PREVIOUS PAGE IS INCLUDED IN OVERALL 24 DAY PHASE DURATION. IF ADDITIVE ALTERNATIVE IS NOT AWARDED, PHASE DURATION SHALL BE DECREASED TO 18 DAYS

NOTES:

1. PRINT NOTE: SHEET SHALL BE PRINTED IN COLOR.
2. SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL INFORMATION.
3. LIGHTED BARRICADES SHOWN ARE FOR GRAPHIC PURPOSES ONLY. APPROXIMATELY 600 L.F. SHOWN. THE CONTRACTOR SHALL DETERMINE THE QUANTITY OF LIGHTED BARRICADES REQUIRED TO COMPLETE THE WORK AS SHOWN AND MUST BE IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULARS.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREA DURING NIGHTTIME OPERATIONS. PORTABLE LIGHTING SHALL NOT BE ORIENTED IN SUCH A WAY TO CAUSE IMPACT TO AIRPORT OPERATIONS.
5. IN NO EVENT SHALL CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 50' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.
6. TOTAL CONTRACT TIME (BASE BID) = 107 CALENDAR DAYS.
7. TOTAL CONTRACT TIME (BASE BID + ADD ALT) = 119 CALENDAR DAYS.
8. FINAL PAVEMENT MARKINGS APPLICATION TO OCCUR NO EARLIER THAN 30 DAYS AFTER TEMPORARY PAVEMENT MARKING APPLICATION. RUNWAY 18-36 CLOSURE FOR PAVEMENT MARKINGS TO BE COORDINATED WITH THE OWNER.
9. GENERAL PHASING INTENT IS TO MAINTAIN RUNWAY OPERATIONS TO THE GREATEST EXTENT POSSIBLE THROUGHOUT CONSTRUCTION. RUNWAY 13-31 WILL BE PERMANENTLY DECOMMISSIONED AS PART OF PHASE 3. RUNWAY 13-31 TO REMAIN OPEN FOR THE DURATION OF PHASE 1 & 2 WHILE RUNWAY 13-36 IS CLOSED. RUNWAY 18-36 CLOSURE PERIODS ARE TO BE MINIMIZED TO THE GREATEST EXTENT POSSIBLE. PHASES MAY BE RESEQUENCED OR COMPLETED COINCIDENTALLY WITH OTHER PHASES AS A PART OF CONTRACTOR'S MEANS AND METHODS AS LONG AS IT DOESN'T INCREASE OVERALL RUNWAY OPERATIONAL IMPACTS OR INCREASE OVERALL CONTRACT DURATION.



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| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 4/30/25 | ADDENDUM 1 | SMR |

ADA REGIONAL AIRPORT
ADA, OKLAHOMA

CONSTRUCT PARALLEL TAXIWAY B - PHASE 1

CONSTRUCTION SAFETY AND PHASING II

JOB NO.: A03-2402254
DATE: APRIL 2025
DESIGNED BY: Value
DRAWN BY: Value

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

DRAWING NUMBER
**GC-102**

SHEET NUMBER **9**

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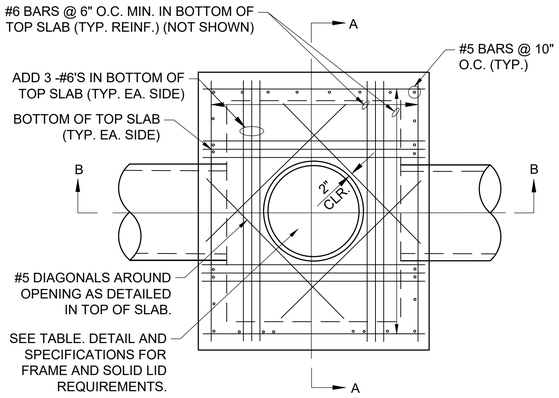
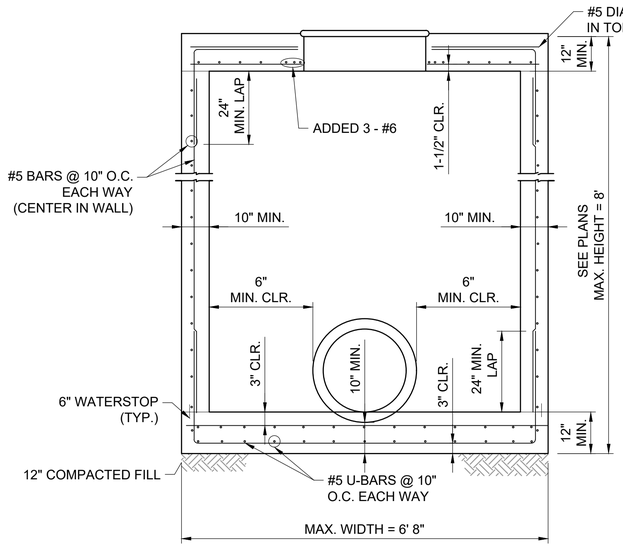
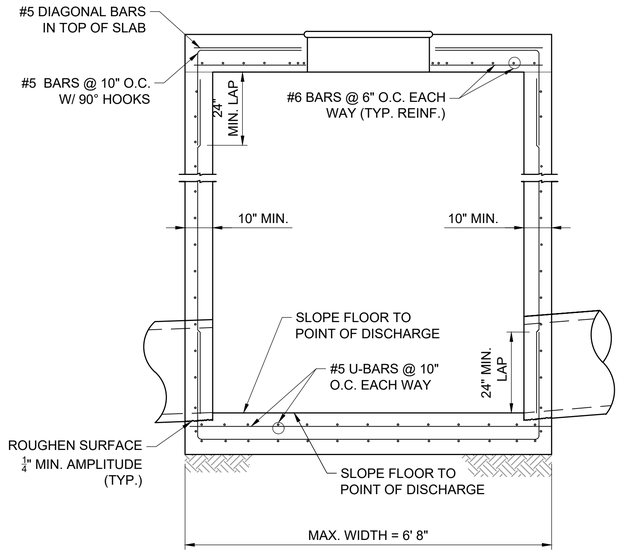



1A CC-201 **PLAN**
SCALE: NONE




1B CC-201 **SECTION "A-A"**
SCALE: NONE




1C CC-201 **SECTION "B-B"**
SCALE: NONE

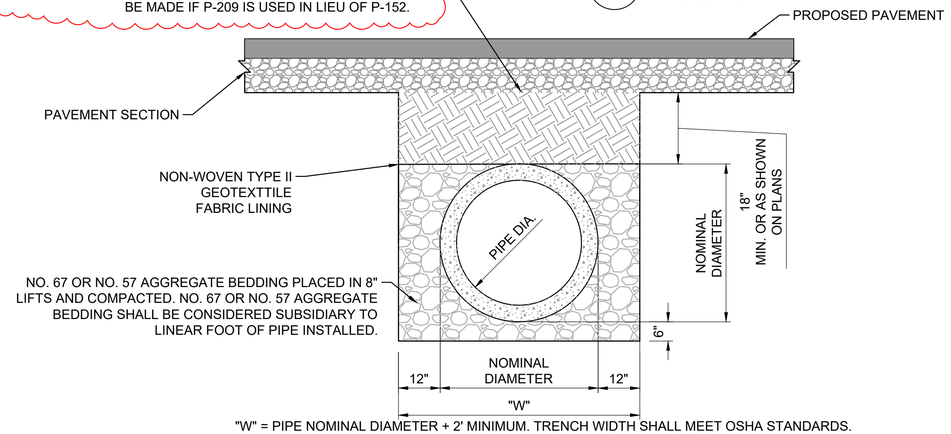
| MANHOLE COVER DESIGN PARAMETERS | |
|---|---|
| MATERIAL | CAST IRON |
| WHEEL LOADING | 100,000 LBS MIN. |
| OPENING | 32" MIN. |

NOTE:

1. MINIMUM STEEL REINFORCEMENT LAP SHALL BE APPLIED WHERE APPLICABLE. IF THE CONTRACTOR CANNOT MEET THE MINIMUM LAP REQUIREMENT DUE TO THE INLET HEIGHT, THE CONTRACTOR SHALL LAP STEEL THE MAXIMUM AVAILABLE LENGTH.
2. THE CONTRACTOR SHALL PROVIDE A DESIGN FOR THE STRUCTURE, STAMPED BY A STRUCTURAL ENGINEER REGISTERED IN THE STATE OF OKLAHOMA. NO ADDITIONAL PAYMENT WILL BE MADE TO RECONCILE STRUCTURE CHANGES BETWEEN THE DETAIL SHOWN AND STRUCTURE DESIGNED BY A STRUCTURAL ENGINEER.

1 P-152 BACKFILL PLACED IN 8" LIFTS AND COMPACTED TO 95% MODIFIED PROCTOR ABOVE THE PIPE. CLASS 7 BACKFILL SHALL BE CONSIDERED SUBSIDIARY TO LINEAR FOOT OF PIPE INSTALLED. P-209 MAY BE USED AS BACKFILL AT THE CONTRACTOR'S OPTION. NO ADDITIONAL PAYMENT WILL BE MADE IF P-209 IS USED IN LIEU OF P-152.

1 CC-201 **AIRFIELD DRAINAGE STRUCTURE (HEAVY AIRCRAFT)**
SCALE: NONE

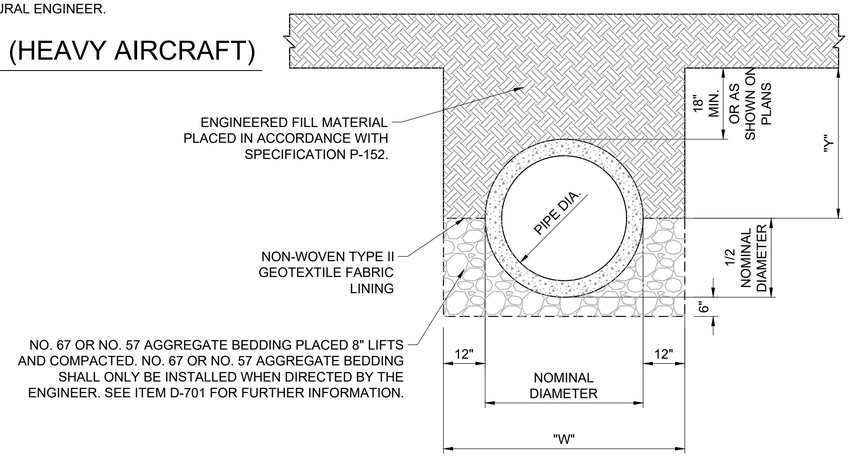



"W" = PIPE NOMINAL DIAMETER + 2' MINIMUM. TRENCH WIDTH SHALL MEET OSHA STANDARDS.

2 CC-201 **PIPE BACK FILLING UNDER PAVEMENT**
SCALE: NONE

CONSTRUCTION SEQUENCE:

1. EXCAVATE A TRENCH AT A WIDTH OF "W". THE DITCH SHALL COMPLY WITH OSHA REGULATIONS AT ALL TIMES AND MAY REQUIRE A TRENCH SAFETY SYSTEM.
2. LINE TRENCH WITH NON-WOVEN TYPE II GEOTEXTILE FABRIC AND FOLD EXCESS MATERIAL OVER EDGES OF TRENCH AND SECURE IN PLACE WITH SMALL PILES OF CLASS B BEDDING.
3. PLACE 6" OF NO. 67 OR NO. 57 AGGREGATE BEDDING IN BOTTOM OF TRENCH FOR BEDDING MATERIAL. ENSURE SLOPE ON SURFACE OF NO. 67 OR NO. 57 AGGREGATE BEDDING COMPLIES WITH PLANS AND SPECIFICATION D-701.
4. PLACE STORM PIPE IN TRENCH USING STANDARD CONSTRUCTION PRACTICE WITH CARE TAKEN NOT TO DAMAGE PIPE.
5. BACKFILL TO 1/2 NOMINAL DIAMETER OF PIPE WITH NO. 67 OR NO. 57 AGGREGATE BEDDING PLACED IN 8" LIFTS AND COMPACTED.
6. FOLD THE TYPE II GEOTEXTILE FABRIC OVER THE BACKFILLED MATERIAL SO THAT THE FABRIC MEETS THE EDGE OF THE STORM PIPE WITH NO GAPS PRESENT.
7. PLACE ENGINEERED FILL ON TOP OF TYPE II GEOTEXTILE FABRIC PER SPECIFICATION P-152.




"W" = PIPE NOMINAL DIAMETER + 2' MINIMUM. TRENCH WIDTH SHALL MEET OSHA STANDARDS.

3 CC-201 **PIPE BACK FILLING UNDER TURF**
SCALE: NONE

CONSTRUCTION SEQUENCE:

1. EXCAVATE A TRENCH AT A WIDTH OF "W". THE DITCH SHALL COMPLY WITH OSHA REGULATIONS AT ALL TIMES AND MAY REQUIRE A TRENCH SAFETY SYSTEM.
2. LINE TRENCH WITH NON-WOVEN TYPE II GEOTEXTILE FABRIC AND FOLD EXCESS MATERIAL OVER EDGES OF TRENCH AND SECURE IN PLACE WITH SMALL PILES OF CLASS B BEDDING.
3. PLACE 6" OF CLASS B BEDDING IN BOTTOM OF TRENCH FOR BEDDING MATERIAL. ENSURE SLOPE ON SURFACE OF CLASS B BEDDING COMPLIES WITH PLANS AND SPECIFICATION D-701.
4. PLACE STORM PIPE IN TRENCH USING STANDARD CONSTRUCTION PRACTICE WITH CARE TAKEN NOT TO DAMAGE PIPE.
5. BACKFILL TO 1/2 NOMINAL DIAMETER OF PIPE WITH CLASS B BEDDING PLACED IN 8" LIFTS AND COMPACTED.
6. FOLD THE TYPE II GEOTEXTILE FABRIC OVER THE BACKFILLED MATERIAL SO THAT THE FABRIC MEETS THE EDGE OF THE STORM PIPE WITH NO GAPS PRESENT.
7. PLACE ENGINEERED FILL ON TOP OF TYPE II GEOTEXTILE FABRIC PER SPECIFICATION P-152.



NOT FOR CONSTRUCTION, IFB DOCUMENT DELIVERABLES

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 4/30/25 | ADDENDUM 1 | SMR |

ADA REGIONAL AIRPORT
ADA, OKLAHOMA

CONSTRUCT PARALLEL TAXIWAY B - PHASE 1

GRADING AND DRAINAGE DETAILS 1

JOB NO.: A03-2402254
DATE: APRIL 2025
DESIGNED BY: RSY
DRAWN BY: CDS/YM

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

DRAWING NUMBER
**CC-201**

SHEET NUMBER **20**

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# 00 52 00 CONTRACT BETWEEN OWNER AND CONTRACTOR FOR CONSTRUCTION CONTRACT

THIS AGREEMENT is by and between _____ ("Owner") and

_____ ("Contractor").

Owner and Contractor hereby agree as follows:

## ARTICLE 1 – WORK

1.01 Contractor shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

## ARTICLE 2 – THE PROJECT

2.01 The Project, of which the Work under the Contract Documents is a part, is generally described as follows: **Construct Parallel Taxiway B – Phase 1**

## ARTICLE 3 – ENGINEER

3.01 The Project has been designed by **Garver, LLC**.

3.02 The Owner has retained **Garver, LLC** ("Engineer") to act as Owner's representative, and to have the rights, responsibilities, duties, and authority assigned to Engineer in the Contract Documents in connection with the completion of the Work in accordance with the Contract Documents.

## ARTICLE 4 – CONTRACT TIMES

4.01 *Time of the Essence*

A. All time limits for Milestones, if any, Substantial Completion, and completion and readiness for final payment as stated in the Contract Documents are of the essence of the Contract.

4.02 *Contract Times: Days*

A. The Work will be substantially completed within the following number of days after the date when the Contract Times commence to run as provided in Section 80-07 of the General Provisions, and completed and ready for final payment in accordance with Section 90-09 of the General Provisions within the following number of days after the date when the Contract Times commence to run.

| Description | Substantial Completion |
|---|---|
| Base Bid | 107 calendar days |
| Bid Alternate 1 | 12 calendar days |

B. Parts of the Work shall be substantially completed on or before the following Milestone(s):

1. Work Area C (work in the Runway 18-36 RSA): 30 calendar days

**ADA REGIONAL AIRPORT**
**CONSTRUCT PARALLEL TAXIWAY B**
**UNIT PRICES - BASE BID**
**CONSTRUCT PARALLEL TAXIWAY B**

| ITEM NO. | SPEC. NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| 1 | C-100-1 | CONTRACTOR QUALITY CONTROL PROGRAM (CQCP) | LS | 1 | | |
| 2 | C-102-1 | TEMPORARY EROSION CONTROL | LS | 1 | | |
| 3 | C-105-1 | MOBILIZATION | LS | 1 | | |
| 4 | P-101-1 | BITUMINOUS PAVEMENT REMOVAL | SY | 6,400 | | |
| 5 | P-101-2 | EXISTING GRAVEL REMOVAL | SY | 1,800 | | |
| 6 | P-101-3 | EXISTING 30" RCP REMOVAL | LF | 641 | | |
| 7 | P-101-4 | UNDERDRAIN REMOVAL | LS | 1 | | |
| 8 | P-101-6 | GRATE INLET REMOVAL | EA | 1 | | |
| 9 | P-151-1 | CLEARING & GRUBBING | ACRE | 2 | | |
| 10 | P-152-1 | UNCLASSIFIED EXCAVATION | CY | 3,700 | | |
| 11 | P-152-2 | BORROW EXCAVATION | CY | 13,500 | | |
| 12 | P-152-3 | MUCK EXCAVATION | CY | 300 | | |
| 13 | P-209-1 | CRUSHED AGGREGATE BASE COURSE (6") | SY | 8,200 | | |
| 14 | P-501-1 | CONCRETE PAVEMENT (12") | SY | 7,900 | | |
| 15 | P-620-1 | PAVEMENT MARKING REMOVAL & SURFACE PREPARATION | SF | 7,000 | | |
| 16 | P-620-2 | YELLOW REFLECTIVE PAVEMENT MARKINGS | SF | 3,500 | | |
| 17 | P-620-3 | BLACK NON-REFLECTIVE PAVEMENT MARKINGS | SF | 1,250 | | |
| 18 | D-701-1 | 30 INCH REINFORCED CONCRETE PIPE (RCP), CLASS III | LF | 194 | | |
| 19 | D-701-2 | 36 INCH REINFORCED CONCRETE PIPE (RCP), CLASS III | LF | 325 | | |
| 20 | D-705-3 | 30" FLARED END SECTION | EA | 1 | | |
| 21 | D-705-1 | 6" PVC UNDERDRAIN OR PIPE (SOLID) | LF | 100 | | |
| 22 | D-751-1 | 5' X 5' STANDARD AIRCRAFT RATED GRATE INLET | EA | 1 | | |
| 23 | D-751-2 | 5' X 5' AIRCRAFT RATED JUNCTION BOX | EA | 1 | | |
| 24 | T-904-1 | SODDING | SY | 39,200 | | |
| 25 | SS-300-1 | LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES | LS | 1 | | |
| 26 | SS-301-1 | EXISTING ELECTRICAL JUNCTION STRUCTURE, REMOVED | EA | 1 | | |
| 27 | SS-301-2 | EXISTING BASE MOUNTED RUNWAY EDGE LIGHT, REMOVED, BASE DEMOLISHED | EA | 1 | | |
| 28 | SS-301-3 | EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT, REMOVED, BASE TO REMAIN, BLANK COVER INSTALLED | EA | 18 | | |
| 29 | SS-301-4 | EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED, FOUNDATION DEMOLISHED | EA | 1 | | |
| 30 | SS-301-5 | EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED, FOUNDATION TO REMAIN | EA | 5 | | |
| 31 | SS-301-6 | EXISTING BASE MOUNTED RUNWAY DISTANCE REMAINING SIGN, REMOVED AND STORED, FOUNDATION DEMOLISHED | EA | 1 | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 32 | L-108-1 | NO. 8 AWG, 5 KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT | LF | 1,000 | | |
| 33 | L-108-2 | NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK OR CONDUIT | LF | 1,400 | | |
| 34 | L-110-1 | CONCRETE ENCASED ELECTRICAL DUCT BANK, 2-WAY 2-INCH C | LF | 140 | | |
| 35 | L-110-2 | NON-ENCASED ELECTRICAL DUCT BANK, 2-WAY 2-INCH C | LF | 210 | | |
| 36 | L-110-3 | NON-ENCASED ELECTRICAL CONDUIT, 1-WAY 2-INCH C | LF | 680 | | |
| 37 | L-115-1 | ELECTRICAL JUNCTION STRUCTURE PLAZA, TWO L-867 CLASS 1, SIZE 16" DIAMETER BY 24" DEPTH JUNCTION CANS | EA | 4 | | |
| 38 | L-125-1 | L-858(L) BASE MOUNTED, 2-MODULE GUIDANCE SIGN, INSTALLED | EA | 2 | | |
| 39 | L-125-2 | L-858(L) BASE MOUNTED, 3-MODULE GUIDANCE SIGN, INSTALLED | EA | 1 | | |
| 40 | L-125-3 | EXISTING STORED RUNWAY DISTANCE REMAINING SIGN, INSTALLED ON NEW FOUNDATION | EA | 1 | | |
| 41 | L-125-4 | L-853 TAXIWAY RETROREFLECTIVE MARKER, INSTALLED | EA | 4 | | |
| 42 | L-125-5 | PROCURE GUIDANCE SIGN PANELS | EA | 2 | | |

**TOTAL BID - BASE BID** _____

**ADA REGIONAL AIRPORT**
**CONSTRUCT PARALLEL TAXIWAY B**
**UNIT PRICES - ADDITIVE ALTERNATIVE**
**ADDITIONAL APRON CONNECTOR PAVEMENT**

| ITEM NO. | SPEC. NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| 1 | C-102-1 | TEMPORARY EROSION CONTROL | LS | 1 | | |
| 2 | C-105-1 | MOBILIZATION | LS | 1 | | |
| 3 | P-152-1 | UNCLASSIFIED EXCAVATION | CY | 300 | | |
| 4 | P-209-1 | CRUSHED AGGREGATE BASE COURSE (6") | SY | 1,100 | | |
| 5 | P-501-1 | CONCRETE PAVEMENT (12") | SY | 1,100 | | |
| 6 | D-701-2 | 36 INCH REINFORCED CONCRETE PIPE (RCP), CLASS III | LF | 519 | | |
| 7 | D-751-1 | 5' X 5' STANDARD AIRCRAFT RATED GRATE INLET | EA | 1 | | |
| 8 | D-751-3 | 60" ODOT PRECAST ROUND MANHOLE | EA | 1 | | |
| 9 | D-751-4 | 7' X 7' STANDARD AIRCRAFT RATED GRATE INLET | EA | 1 | | |
| 10 | T-904-1 | SODDING | SY | 3,100 | | |

**TOTAL BID - ADDITIVE ALTERNATIVE** _____

the item as shown on the plans; and for all labor equipment, tools and incidentals necessary to complete the structure.

Payment will be made under:

| | |
|---|---|
| Item D-751-1 | 5’ x 5’ Aircraft Rated Grate Inlet - per each |
| Item D-751-2 | 5’ x 5’ Aircraft Rated Junction Box - per each |
| Item D-751-3 | 60” ODOT Precast Round Manhole – per each |
| Item D-751-4 | 7’ x 7’ Standard Aircraft Rated Grate Inlet - per each |

**REFERENCES**

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

ASTM International (ASTM)

| | |
|---|---|
| ASTM A27 | Standard Specification for Steel Castings, Carbon, for General Application |
| ASTM A47 | Standard Specification for Ferritic Malleable Iron Castings |
| ASTM A48 | Standard Specification for Gray Iron Castings |
| ASTM A123 | Standard Specification for Zinc (Hot-Dip Galvanized) Coatings on Iron and Steel Products |
| ASTM A283 | Standard Specification for Low and Intermediate Tensile Strength Carbon Steel Plates |
| ASTM A536 | Standard Specification for Ductile Iron Castings |
| ASTM A897 | Standard Specification for Austempered Ductile Iron Castings |
| ASTM C32 | Standard Specification for Sewer and Manhole Brick (Made from Clay or Shale) |
| ASTM C144 | Standard Specification for Aggregate for Masonry Mortar |
| ASTM C150 | Standard Specification for Portland Cement |
| ASTM C443 | Standard Specification for Joints for Concrete Pipe and Manholes, Using Rubber Gaskets. |
| ASTM C478 | Standard Specification for Precast Reinforced Concrete Manhole Sections |
| ASTM C913 | Standard Specification for Precast Concrete Water and Wastewater Structures. |

American Association of State Highway and Transportation Officials (AASHTO)

| | |
|---|---|
| AASHTO M36 | Standard Specification for Corrugated Steel Pipe, Metallic-Coated, for Sewers and Drains |

**END OF ITEM D-751**

| PHASE | PERIOD | DESCRIPTION | IMPACTS | PRE-REQUISITE PHASES |
|---|---|---|---|---|
| 1A | 10 DAYS NORMAL WORK HOURS | ALL SITE WORK REQUIRED FOR THE INSTALLATION OF NEW DRAINAGE SYSTEM OUTSIDE OF RUNWAY 18-36 SAFETY AREA INCLUDING: TRENCHING AND EXCAVATION, MISCELLANEOUS DEMOLITION, DRAINAGE STRUCTURE & RCP INSTALLATION, AND SITE STABILIZATION. | BOTH RUNWAYS OPEN | NONE |
| 1B | 7 DAYS FULL-TIME WORK HOURS | ALL SITE WORK REQUIRED FOR THE INSTALLATION OF NEW DRAINAGE SYSTEM INSIDE OF RUNWAY 18-36 SAFETY AREA INCLUDING: TRENCHING AND EXCAVATION, MISCELLANEOUS DEMOLITION, DRAINAGE STRUCTURE & RCP INSTALLATION, AND SITE STABILIZATION. | RUNWAY 18-36 CLOSED FULL-TIME | PHASE 1A DRAINAGE INSTALLATION MUST BE COMPLETED BEFORE PROCEEDING TO PHASE 1B |
| 2A | 14 DAYS NIGHT WORK HOURS | ALL WORK REQUIRED FOR THE CONSTRUCTION OF NEW TAXIWAY PAVEMENT WITHIN PHASE 2 PROJECT LIMITS INSIDE RUNWAY 18-36 SAFETY AREA INCLUDING EARTHWORK, PAVEMENT DEMOLITION, PLACEMENT OF BASE COURSE, AND CONCRETE PAVING. | RUNWAY 18-36 CLOSED EVENINGS | PHASE 1A DRAINAGE INSTALLATION MUST BE COMPLETED BEFORE PROCEEDING TO PHASE 1B |
| 2B | 28 DAYS NORMAL WORK HOURS | ALL WORK REQUIRED FOR THE CONSTRUCTION OF NEW TAXIWAY PAVEMENT WITHIN PHASE 2 PROJECT LIMITS OUTSIDE RUNWAY 18-36 SAFETY AREA INCLUDING EARTHWORK, PAVEMENT DEMOLITION, AND PLACEMENT OF BASE COURSE | BOTH RUNWAYS OPEN | PHASES 1A & 1B DRAINAGE INSTALLATION MUST BE COMPLETE BEFORE STARTING GRADING WORK IN PHASE 2A |
| 3A | 24 DAYS NORMAL WORK HOURS | ALL WORK REQUIRED FOR THE CONSTRUCTION OF NEW TAXIWAY PAVEMENT WITHIN PHASE 2 PROJECT LIMITS OUTSIDE RUNWAY 18-36 SAFETY AREA INCLUDING EARTHWORK, PAVEMENT DEMOLITION, AND PLACEMENT OF BASE COURSE | RUNWAY 13-31 CLOSED | RUNWAY 13-31 TO REMAIN OPEN THROUGH PHASES 1 & 2.TO BE FOLLOWED BY DECOMMISSIONING RUNWAY IN PHASE 3. |
| 3B | 7 DAYS NIGHT WORK HOURS | REMAINING PAVEMENT DEMOLITION WITHIN RUNWAY 18-36 RUNWAY SAFETY AREA. REMOVAL OF RUNWAY 13-31 PAVEMENT MARKINGS AND HOLD POSITIONS AS SHOWN IN DEMOLITION PLANS AND APPLICATION OF PERMANENT RUNWAY CLOSURE X PAVEMENT MARKINGS. | BOTH RUNWAYS CLOSED EVENINGS | |
| 4 | 24 DAYS NORMAL WORK HOURS | ALL REMAINING WORK REQUIRED FOR THE CONSTRUCTION OF NEW TAXIWAY PAVEMENT WITHIN RUNWAY 18-36 SAFETY AREA INCLUDING CONCRETE PAVING, AND TEMPORARY MARKINGS. TIMING AND DURATION SUBJECT TO CONTRACTOR'S MEANS AND METHODS. | RUNWAY 13-31 CLOSED | |

b. Mitigation Efforts - See the table above and the construction safety drawings for mitigation efforts of operations affected by construction.

**100-2.4 Protection of navigation aids (NAVAIDs).** The Contractor must not conduct any construction activity within navigational aid restricted areas without prior approval from the local FAA Airway Facilities Sector representative. Navigational aids include instrument landing system components, very high-frequency omni-directional range stations, and airport surveillance radar. Such restricted areas are depicted on the construction safety drawings. **Planned construction activities will have no negative impacts on the functionality and serviceability of the NAVAIDs.**

**100-2.5 Contractor access.**

a. Location of Stockpiled Materials - No personal vehicles of contractor's employees will be allowed inside the secured area of the airport. All material deliveries shall be received in the staging area reserved by the contractor. No delivery trucks will be allowed access to a secured area of the airport beyond this staging area. Stockpiled materials and equipment are not permitted within the active runway safety area and obstacle free zone. The contractor shall receive approval from the Engineer and FAA air spacing office prior to locating stockpiles or equipment within the object free area, safety area, or obstacle free zone. No stockpile shall be greater than 15-ft in height.

b. Vehicle and Pedestrian Operations - See the construction safety drawings for construction site parking, equipment storage areas, and access and haul routes. Vehicular traffic shall always yield to aircraft traffic.

When any vehicle, other than one that has prior approval from the airport operator, must travel over any portion of an aircraft movement area, it will be escorted and properly identified. To operate in those areas during daylight hours, the vehicle must have a flag or beacon attached to it. Any vehicle operating on the movement areas during hours of darkness or reduced visibility must be equipped with a flashing dome-type light, the color of which is in accordance with local or state codes.

All construction vehicles shall be clearly identified for control purposes by prominently displaying the company name on each side of the vehicle. The identification symbols should be a minimum 8-inch block-type characters of a contrasting color and easy to read. They may be applied either by using tape or a water-soluble paint to facilitate removal. Magnetic signs are also acceptable. In addition, vehicles must