

GERALD R. FORD INTERNATIONAL AIRPORT

GRAND RAPIDS, MICHIGAN

**TAXIWAY F & G RECONSTRUCTION (NORTH OF TAXIWAY V, 1,950' X 35');
TAXIWAY F & G AIRFIELD LIGHTING REPLACE**

PROJECT NUMBER C-435

ADDENDUM #1

MARCH 10, 2026

To All Holders of Contract Documents:

Your attention is directed to the following interpretations of, changes in, and additions to the Contract Documents for the above-referenced project. All bid adjustments caused by the content of the Addendum shall include the cost of materials and labor related to the items herein and for any subsequent adjustments to the contract documents to accommodate the work stated herein.

Contractors shall be responsible for the full context of changes, interpretations, and clarifications to both the drawings and specifications and shall take the same into consideration when preparing their bids. Indicate receipt of this Addendum in the space provided within the Proposal.

GENERAL

1. Bid due date has been moved back one week. New bid due date is 3/24/26. A second addendum with updated phasing will be issued on 3/16/26 and will remove the temporary taxiway.
2. Addendum No. 1 addresses miscellaneous plan updates, including a minor geometry update.
3. Addendum No.1 answers questions received 2/17/2026 to 3/5/2026

QUESTIONS AND ANSWERS

Q: Do you happen to have a plan holders list, or will you distribute one in an addendum.

A: Plan holders list has been uploaded to the OneDrive link.

Q: Am I correct that this project is not AIP funded.

A: This project is AIP funded.

Q: Regarding this project, GRR - Grand Rapids, MI (Gerald R Ford International Airport) 2026 ANE Runway 9-27 Edge Lighting and PAPI Replacement, indicates Airfield Lighting Control and Monitoring System Modifications.

All hardware/software/interface & controls/components are proprietary/sole source to the control system and will need to be procured outside of this AIP Funded Project per AIP Guidelines, AIP Handbook 5100-38D Change 1, 3-36 Limited Noncompetitive Proposal Situations (ALCMS Modifications...).

Additionally, E202 Keyed note 2 indicates "PROPOSED 10KW, 480V, 6.6A, 3-STEP CCR SHALL BE ADB SAFEGATE (WITH ACE3, IRMS, INPUT POWER MONITOR) OR EQUAL."

Please verify all hardware/software/interface & controls/proprietary components are procured outside of this AIP Funded Project per AIP Guidelines

A: The existing ALCMS modifications are limited to only programming, required to control the new CCR. There is no ALCMS equipment being replaced or added.

As far as the 10kW CCR is concerned, our basis of design is ADB to match the existing CCRs at GRR. We have indicated "OR EQUAL" in the note you've quoted. If a contractor elects to submit a CCR manufactured by someone other than ADB, and GRR decides it wants to "sole source" ADB, then the CCR will be procured outside of the AIP funds.

Q: Is there a detail for the new edge lights? The detail on sheet E-302 does not seem applicable to this project.

A: That is the incorrect detail - we will revise and update the sheet. It will be a single base can. See updated sheet E302 attached.

Q: Is there a detail for the 2" Sch 40 conduit and 4-4" duct bank? The details on sheet E-305 does not seem applicable to this project.

A: Detail 1 will be updated to show 2" PVC conduit in trench - not concrete encased. Detail 2 will be updated to show 4-way, 4-inch concrete encased duct bank. The dimensions are similar. See updated sheet E305 attached.

Q: I am emailing you today to request the meeting minutes for TAXIWAY F & G RECONSTRUCTION 35(NORTH OF TAXIWAY V, 1,950' X 35); TAXIWAY F & G AIRFIELD LIGHTING REPLACEMENT.

A: Meeting minutes have been uploaded to the OneDrive link.

Q: Are the low-level barricades going to be supplied by the airport?

A: Per note 1 on sheet C4/GC501 the contractor shall be responsible for the supply, placement and relocation of the barricades for this project.

SPECIFICATIONS

1. **REPLACE** Quantity Bidding Sheets, in its entirety with the **REVISED** Quantity Bidding Sheets provided with this addendum as a separate document.
2. **REPLACE** Proposal page 17, in its entirety with the **REVISED** Proposal page 17 provided with this addendum as a separate document.
3. **REPLACE** Advertisement, in its entirety with the **REVISED** Advertisement provided with this addendum as a separate document.
4. **REPLACE** Request for Bid, in its entirety with the **REVISED** Request for Bid provided with this addendum as a separate document.

DRAWINGS

1. **REPLACE** Drawing GI004 with **REVISED** GI004 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026 on the drawings.
2. **REPLACE** Drawing CE101 with **REVISED** CE101 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
3. **REPLACE** Drawing CE102 with **REVISED** CE102 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
4. **REPLACE** Drawing CD101 with **REVISED** CD101 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
5. **REPLACE** Drawing CD102 with **REVISED** CD102 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
6. **REPLACE** Drawing CS101 with **REVISED** CS101 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
7. **REPLACE** Drawing CS102 with **REVISED** CS102 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
8. **REPLACE** Drawing CG101 with **REVISED** CG101 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
9. **REPLACE** Drawing CG102 with **REVISED** CG102 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
10. **REPLACE** Drawing CP101 with **REVISED** CP101 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
11. **REPLACE** Drawing CP102 with **REVISED** CP102 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
12. **REPLACE** Drawing CJ101 with **REVISED** CJ101 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
13. **REPLACE** Drawing CJ102 with **REVISED** CJ102 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
14. **REPLACE** Drawing XM101 with **REVISED** XM101 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
15. **REPLACE** Drawing XM102 with **REVISED** XM102 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.
16. **REPLACE** Drawing E302 with **REVISED** E302 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.

17. **REPLACE** Drawing E305 with **REVISED** E305 sheet provided with this addendum as a separate document. Revisions are denoted with a cloud referenced to Revision 1 dated MARCH 6, 2026.

END OF ADDENDUM NO. 1

C&S ENGINEERS, INC.

GERALD R. FORD INTERNATIONAL AIRPORT

TAXIWAY F & G RECONSTRUCTION (NORTH OF TAXIWAY V, 1,950' X 35);
TAXIWAY F & G AIRFIELD LIGHTING REPLACEMENT

BIDDERS ARE REQUIRED TO COMPLETE ALL FIELDS SHADED.
ALL OTHER FIELDS WILL BE AUTOMATICALLY CALCULATED.
AN EXCEL FILE WILL BE PROVIDED AND THESE SHEETS CAN BE FILLED OUT IN EXCEL OR HARD COPY.
ONLY HARD COPIES SHALL BE RETURNED WITH YOUR PROPOSAL.

ITEM NO	FAA SPEC NO	PAY ITEM NO	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
BASE BID							
1	C-100	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	1	LS		
2	C-102	C-102-5.1	INSTALLATION AND REMOVAL OF STORM DRAIN INLET PROTECTION	20	EACH		
3	C-102	C-102-5.2	INSTALLATION AND REMOVAL OF SILT FENCE	5,000	LF		
4	C-105	C-105-6.1	MOBILIZATION (10% MAXIMUM)	1	LS		
5	C-105	C-105-6.2	FIELD OFFICE	1	LS		
6	CX-106	CX-106-3.1	SAFETY, SECURITY AND MAINTENANCE OF TRAFFIC	1	LS		
7	CX-106	CX-106-3.2	INSTALLATION AND REMOVAL OF HAUL ROAD	1,250	LF		
8	P-101	P-101-5.1	PAVEMENT REMOVAL	12,800	SY		
9	P-152	P-152-4.1	UNCLASSIFIED EXCAVATION	12,100	CY		
10	P-154	P-154-5.1	SUBBASE COURSE	3,500	CY		
11	P-154	P-154-5.2	RESHAPE AND RECOMPACT EXISTING SUBBASE MATERIAL	11,100	SY		
12	P-209	P-209-5.1	CRUSHED AGGREGATE BASE COURSE	7,200	CY		
13	P-401	P-401-8.1	ASPHALT SURFACE COURSE	560	TON		
14	P-501	P-501-8.1	CONCRETE PAVEMENT, 10" THICK	14,300	SY		
15	P-620	P-620-5.1	MARKING	19,000	SF		
16	P-620	P-620-5.2	REFLECTIVE MEDIA	470	LB		
17	P-620	P-620-5.3	TEMPORARY MARKING	9,000	SF		
18	P-620	P-620-5.4	MARKING REMOVAL	2,700	SF		
19	D-705	D-705-5.1	6 INCH PERFORATED SMOOTH INTERIOR CORRUGATED HDPE COMPLETE, INCLUDING POROUS BACKFILL AND FILTER FABRIC	4,550	LF		

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ITEM NO	FAA SPEC NO	PAY ITEM NO	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
20	D-705	D-705-5.2	6 INCH NON-PERFORATED SMOOTH INTERIOR CORRUGATED HDPE COMPLETE, INCLUDING POROUS BACKFILL AND FILTER FABRIC	880	LF		
21	D-705	D-705-5.3	8 INCH NON-PERFORATED SMOOTH INTERIOR CORRUGATED HDPE COMPLETE, INCLUDING POROUS BACKFILL AND FILTER FABRIC	220	LF		
22	D-751	D-751-5.1	CLEANOUTS	25	EACH		
23	D-751	D-751-5.2	YARD DRAIN	1	EACH		
24	DX-800	DX-800-4.1	SOFT DIGS	2	DAYS		
25	T-901	T-901-5.1	SEEDING	5	ACRE		
26	T-905	T-905-5.1	TOPSOIL (OBTAINED ONSITE OR REMOVED FROM STOCKPILE)	3,400	CY		
27	T-908	T-908-5.1	MULCHING	5	ACRE		
28	L-105	L-105-7.1	REMOVE EXISTING TAXIWAY EDGE LIGHT AND BASE CAN COMPLETE	85	EACH		
29	L-105	L-105-7.2	REMOVE EXISTING CABLE IN CONDUIT OR DUCT BANK, CONDUIT AND DUCT TO REMAIN	12,500	LF		
30	L-105	L-105-7.3	REMOVE EXISTING CONDUIT	4,500	LF		
31	L-105	L-105-7.4	REMOVE EXISTING DUCT BANK	900	LF		
32	L-105	L-105-7.5	REMOVE AND RELOCATE EXISTING GUIDANCE SIGN, INCLUDING NEW FOUNDATION	9	EACH		
33	L-105	L-105-7.6	REMOVE EXISTING ELECTRICAL HANDHOLE	14	EACH		
34	L-108	L-108-5.1	NO.8 AWG, 5 kV, L-824, TYPE C CABLE, INSTALLED IN NEW OR EXISTING CONDUIT OR DUCT BANK	12,500	LF		
35	L-108	L-108-5.2	NO.6 AWG BARE COUNTERPOISE, GROUND RODS AND TERMINATIONS	4,500	LF		
36	L-109	L-109-7.1	AIRFIELD LIGHTING ELECTRICAL VAULT POWER AND CONTROLS MODIFCATIONS	1	LS		
37	L-109	L-109-7.2	CONSTANT CURRENT REGULATOR REMOVAL AND SALVAGE	1	EACH		
38	L-109	L-109-7.3	CONSTANT CURRENT REGULATOR 10kW, 3-STEP, 6.6A, 480V, L-829	1	EACH		

GERALD R. FORD INTERNATIONAL AIRPORT

TAXIWAY F & G RECONSTRUCTION (NORTH OF TAXIWAY V, 1,950' X 35);
TAXIWAY F & G AIRFIELD LIGHTING REPLACEMENT

BIDDERS ARE REQUIRED TO COMPLETE ALL FIELDS SHADED.
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ITEM NO	FAA SPEC NO	PAY ITEM NO	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
39	L-110	L-110-5.1	PROPOSED 4-WAY, 4-INCH SCH. 40 PVC, CONCRETE ENCASED DUCTBANK	2,100	LF		
40	L-110	L-110-5.2	1-WAY, 2-INCH, SCH. 40 PVC, CONDUIT DIRECT BURIED	4,500	LF		
41	L-115	L-115-5.1	4' X 4' CONCRETE MANHOLE	14	EACH		
42	L-125	L-125-5.1	L-861T(L) ELEVATED TAXIWAY EDGE LIGHT AND BASE CAN, INCLUDING ISOLATION TRANSFORMER AND CONNECTIONS	57	EACH		
43	L-125	L-125-5.2	L-861 ELEVATED TAXIWAY EDGE LIGHT ON NEW BASE CAN, INCLUDING ISOLATION TRANSFORMER AND CONNECTIONS. LABOR ONLY, FIXTURES PROVIDED BY AIRPORT	14	EACH		
44	L-125	L-125-5.3	L-853, BLUE, 24" TALL, SURFACE OR SOIL MOUNTED RETROREFLECTIVE MARKER	12	EACH		
45	L-126	L-126-5.1	MAINTENANCE OF AIRPORT LIGHTING SYSTEM SYSTEMS, INCLUDING TEMPORARY CONNECTIONS/JUMPERS AND POWER/CONTROLS, AS NEEDED	1	LS		
						TOTAL CONTRACT	

STATEMENT OF SURETY'S INTENT

TO: Gerald R. Ford International Airport Authority

We have reviewed the bid of _____
(Contractor)

of _____
(Address)

for the Taxiway F & G Reconstruction (North Of Taxiway V, 1,950' X 35); Taxiway F & G Airfield
Lighting Replacement,

project for which bids will be received on: March 24, 2026
(Bid Opening Date)

and wish to advise that should this Bid of the Contractor be accepted and the Contract awarded to him, it is our present intention to become surety on the performance bond and labor and material bond required by the Contract.

Any arrangement for the bonds required by the Contract is a matter between the Contractor and ourselves and we assure no liability to you or third parties if for any reason we do not execute the requisite bonds.

We are duly authorized to do business in the State of Michigan.

ATTEST: _____

Surety's Authorized Signature(s)

(Corporate seal, if any. If no seal, write "No Seal" across this place and sign.)

ATTACH PROPOSAL GUARANTEE

ATTACH POWER OF ATTORNEY

**(This form must be complete and submitted with the Proposal.
Copies of this form may be filled out and attached to this page.)**

ADVERTISEMENT
NOTICE TO BIDDERS
FOR THE CONSTRUCTION OF
TAXIWAY F & G RECONSTRUCTION (NORTH OF TAXIWAY V, 1,950' X 35);
TAXIWAY F & G AIRFIELD LIGHTING REPLACEMENT
AT THE
GERALD R. FORD INTERNATIONAL AIRPORT
GRAND RAPIDS, MI

Sealed proposals for the construction of Contract will be received at the Gerald R Ford International Airport Authority, located on the second floor of the Gerald R Ford International Airport Terminal Building at 5500 44th St SE, Grand Rapids, MI, 49512 until 2pm, local time, March 24, 2026, and there, at said office, at said time, publicly opened and read aloud.

The Contract Documents (consisting of the Advertisement, the Proposal, the Contract Form, and the Specifications) and the Contract Drawings may be obtained only from Microsoft One Drive. A link can be obtained by contacting Laurie Carpenter of C&S Engineers, Inc. at lcarpenter@cscos.com where the Contractor's name, contact name, address, telephone number, and email address will be recorded on the plan holders list. Submitted proposals that were not recorded on the plan holders list shall be considered non-responsive.

After award, the low bidder shall be prepared to hold bid prices for anticipated start of construction expected as late as the Spring of 2027. The execution of the construction Contract is dependent upon the receipt of an FAA grant offer and is expected no earlier than July 2026. This Contract does not allow for price escalation in unit bid items. The Contractor shall take this into consideration when preparing unit prices for bidding.

Each proposal must be accompanied by a bid bond, in the amount of five percent (5%) of the total maximum proposal price for the contract in the form and subject to the conditions provided in the Preparation of Proposal.

Every request concerning this project must be emailed to Laurie Carpenter (lcarpenter@cscos.com) at C&S Engineers, Inc., and to be given consideration must be received by 5pm est. on March 18th. Any supplemental instructions will be in the form of written addenda, which, when issued, will be sent and or posted not later than twenty-four (24) hours prior to the date fixed for the opening of bids. All addenda so issued shall become Part of the Contract and acknowledged by Bidder.

A pre-bid conference has been scheduled in order to review the specific requirements of this contract. All prospective bidders are encouraged to attend. The pre-bid conference is scheduled for March 2, 2026 at 3pm at the Gerald R. Ford International Airport Terminal in the international room located on the first floor across from TSA and via Microsoft Teams (Meeting ID: 223 641 766 013 81 Passcode: vC3Pr6t7). A site visit to the project location will follow the meeting at 4:30pm. Names and company of site visit attendees shall be submitted to Laurie Carpenter of C&S Engineers, Inc. at lcarpenter@cscos.com 3 days prior to the meeting.

The Owner reserves the right to waive any informality in the proposal, and to reject any and all proposals.

END OF ADVERTISEMENT



REQUEST FOR BID

TAXIWAY F & G RECONSTRUCTION
(NORTH OF TAXIWAY V, 1,950' X 35); TAXIWAY F & G
AIRFIELD LIGHTING REPLACEMENT

Bid Number: 2603

DUE DATE: March 24, 2026

DUE TIME: 2:00 pm (local)

INTRODUCTION

The Gerald R. Ford International Airport Authority (GFIAA) is requesting bids for the Taxiway F & G Reconstruction (North Of Taxiway V, 1,950' X 35); Taxiway F & G Airfield Lighting Replacement project. The proposed project generally includes removal of existing concrete and base material, updating of pavement geometry, and drainage and grading improvements.

The Gerald R. Ford International Airport is the second busiest airport in Michigan, serving business and leisure travelers with nonstop and connecting flights on six airlines. The Ford Airport is managed and operated by the Gerald R. Ford International Airport Authority.

This solicitation will be publicly opened at the Gerald R Ford International Airport Authority, located on the second floor of the Gerald R Ford International Airport Terminal Building at 5500 44th St SE, Grand Rapids, MI, 49512. All submissions will be sealed until the date and time specified, at which time they will be opened and read aloud.

SOLICITATION AND PROJECT SCHEDULE

ACTIVITY	DATE
BID Issue Date	February 17, 2026
Pre-Bid Conference	March 2, 2026 at 3pm - 3:45pm
Site Visit	March 2, 2026 at 4:30pm
Question Deadline	March, 18 at 5pm
Submission Due Date	March, 24 at 2 pm
Contract Start Date	July 2026 or as late as Spring 2027, Dependent on grant funding

GFIAA reserves the right to modify the deadline set forth in the above table in its sole discretion. Any such modifications will be stated in an addendum.

VOLUNTARY HYBRID (IN PERSON AND VIRTUAL) PRE-BID CONFERENCE

Conference Date	March 2, 2026
Conference Time (local)	3:00PM – 3:45PM
Conference Technology	Microsoft Teams Need help? Join the meeting now Meeting ID: 223 641 766 013 81 Passcode: vC3Pr6t7

A voluntary pre-submission conference is scheduled for this request. Equal opportunity will be provided for all Respondents to ask questions.

Attendees should arrive a minimum of five (5) minutes before the scheduled date and time. Attendees will not be allowed to sign in after the conference has commenced.

Attendees requiring special services are asked to provide their requirements to the GFIAA at least forty-eight (48) hours in advance to allow for accommodations.

CONTRACT DOCUMENTS

The Contract Documents (consisting of the Advertisement, the Proposal, the Contract Form, and the Specifications) and the Contract Drawings may be obtained only from Microsoft One Drive. A link can be obtained by contacting Laurie Carpenter of C&S Engineers, Inc. at lcarpenter@cscos.com where the Contractor's name, contact name, address, telephone number, and email address will be recorded on the plan holders list. Submitted proposals that were not recorded on the plan holders list shall be considered non-responsive.

REQUESTS FOR INFORMATION

Questions regarding this solicitation are to be submitted in writing to purchasing@grr.org and to Laurie Carpenter of C&S Engineers, Inc. at lcarpenter@cscos.com prior to 5 p.m. on Friday March 18, 2026.

GFIAA reserves the right to publish and respond to an inquiry, respond directly to the inquirer without publishing or not respond to the inquiry at its sole discretion.

It is the firm's responsibility to become familiar with and fully informed regarding the terms, conditions, and specifications of this solicitation. Lack of understanding or misinterpretation of any portions of this solicitation shall not be cause for withdrawal after opening or for subsequent protest of award.

Addendums will only be published by the GFIAA Purchasing Department and available for review at www.flyford.org.

CONSTRUCTION

All work is to be done in a first-class workmanlike manner. All debris (packing materials, replaced materials, etc.) are to be cleaned up and removed by the workers.

The successful Respondent is responsible for obtaining all necessary permits and licenses so the completed work complies with all applicable codes, ordinances, regulations, standards, and laws. The cost of such permits and licenses is understood to be a part of the bid price. Any fines, fees, or other costs taxed or charged to Kent County because of the successful bidder's violation(s) of any laws, standards, etc. will be paid by the successful bidder.

Dimensions furnished are for general reference only. Respondents must take their own measurements as necessary for preparing their response.

All materials are to be new, not refurbished, and free from corrosion, scratches, or other such defects which present other than a new appearance.

REQUEST FOR BID SUBMISSION

Responses may be delivered physically or electronically. To be considered, complete submissions must be received prior to the due date and time specified (local time).

- Hard copy responses can be mailed or otherwise delivered to the address below.

Submission address:

Attn: Tom Cizauskas, Purchasing Manager
Gerald R Ford International Airport Authority
5500 44th St SE
Grand Rapids, MI 49512

- Electronic responses can be securely uploaded as a single pdf document to:
<https://www.dropbox.com/request/YVNOTYoZC8SVChYuMhCK>

Electronic submissions shall be named with a form or portion of the firm's name as part of the document name.

The firm certifies the response submitted has not been made or prepared in collusion with any other respondent and the prices, terms or conditions thereof have not been communicated by or on behalf of the respondent to any other respondent prior to the official opening of this request. This certification may be treated for all purposes as if it were a sworn statement made under oath, subject to the penalties for perjury. Moreover, it is made subject to the provisions of 18 U.S.C. Section 1001, relating to the making of false statements.

Submissions may be withdrawn by written request only if the request is received on or before the opening date and time.

Provide a minimum of three (3) relevant references, preferably for projects of similar scope and complexity. Include the names of the projects, location, completion date, project cost, and specific challenges; identify project team members and references for each project including telephone numbers and email addresses.

Submissions not meeting these criteria may be deemed non-responsive.

GFIAA is not liable for any costs incurred by any prospective firm prior to the awarding of a contract, including any costs incurred in addressing this solicitation.

BONDS

Contractor shall furnish a performance bond and a payment bond, each in an amount at least equal to 100% of the Contract Price, as security for the faithful performance and payment of all of Contractor's obligations under the Contract. These bonds shall remain in effect until one year after the date when final payment becomes due.

TERMS AND CONDITIONS

GFIAA reserves the right to require that its standard terms and conditions apply to any actual order placed in response to a firm's submission. No attempt to modify GFIAA's Standard Terms and Conditions shall be binding, absent agreement on such modification in writing and signed by GFIAA.

No payment shall be made to the Respondent for any extra material or services, or of any greater amount of money than stipulated to be paid in the contract, unless changes in or additions to the contract requiring additional outlay by the Respondent shall first have been expressly authorized and ordered in writing by contract amendment or otherwise furnished by the GFIAA.

The intent of these specifications is to solicit a properly designed and all-inclusive response. Any requirements not in the specifications, but which are needed for such a response, are to be included in the submission.

The Gerald R Ford International Airport Authority, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, disadvantaged business enterprises and airport concession disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The Respondent shall not discriminate against an employee or applicant for employment with respect to hire, tenure, terms, conditions or privileges of employment, or a matter directly or indirectly related to employment, because of

race, color, religion, national origin, age, sex, height, weight, marital status, or disability that is unrelated to the individual's ability to perform the duties of a particular job or position.

The Respondent shall observe and comply with all applicable federal, state, and local laws, ordinances, rules and regulations at all times during the completion of any contract with the GFIAA.

The terms of this request shall be interpreted, construed and enforced pursuant to the laws of the State of Michigan, and the Parties irrevocably consent to the jurisdiction of the federal and state courts presiding in Michigan.

The GFIAA is tax-exempt and a regional airport authority organized under 2015 P.A. 95, being MCL 259.137 et. seq.

Vendor Representation and Warranty Regarding Federal Excluded Parties List: The Respondent acknowledges that the GFIAA may be receiving funds from or through the Federal Government; such funds may not be used to pay any Respondent on the Federal Excluded Parties List (EPLS). The Respondent represents and warrants to the GFIAA that it is not on the Federal EPLS. If the Respondent is in non-compliance at any time during execution or term of this agreement (including any extensions thereof), the Respondent shall be in breach and the GFIAA shall be entitled to all remedies available to it at law or equity, specifically including but not limited to recovery of all moneys paid to the Respondent, all consequential damages (including the loss of grant funding or the requirement that grant funding be returned), and attorney fees (including the costs of in-house counsel) sustained as a result of the Respondent's non-compliance with this warranty and representation.

Pursuant to the Michigan Iran Economic Sanctions Act, 2012 P.A. 517, by submitting a bid, proposal or response, Respondent certifies, under civil penalty for false certification, that it is fully eligible to do so under law and that it is not an "Iran linked business," as that term is defined in the Act.

Insurance requirements are posted on the Documents and Forms page of the GFIAA website within the Purchasing Terms and Conditions document.

Termination For Cause: Should the firm fail to perform the Work as required by and in accordance with the schedule or time requirements, or otherwise violate any of the terms set forth in the Solicitation Request, it shall constitute breach of the Contract. Other than in force majeure situations, Respondent shall have five (5) calendar days to cure a breach of the Contract (the "Cure Period") following issuance of GFIAA written notice. Failure to cure a breach of the Contract within said Cure Period shall allow the GFIAA to, without further notice to the Respondent, declare the Contract terminated and proceed with the replacement of the Respondent and the GFIAA shall be entitled to all remedies available to it at law or in equity including a claim against any required payment/performance bonds.

Termination Without Cause: Notwithstanding any other provision, at any time and without cause, GFIAA shall have the right, in its sole discretion, to terminate the contract by giving sixty (60) days written notice.

Although it is the intent to contract with one provider, the GFIAA reserves the right to contract with alternate sources if the Respondent is unable or unwilling to service its obligation, or it is deemed by GFIAA to be in its best interest to use alternate sources.

Assignment: Neither party shall assign or delegate any of its rights or obligations under this Agreement without the prior written consent of the other party.

Respondent warrants that they are an authorized provider of products or services of his/her submission.

MICHIGAN FREEDOM OF INFORMATION ACT

Information submitted in this solicitation is subject to the Michigan Freedom of Information Act and may not be held in confidence after the Respondent's submission is opened. A submission will be available for review after the project has been awarded.

GFIAA cannot assure that all of the information submitted as part of or peripheral to the Respondent's submission will be kept confidential. Any Respondent submission language designated as confidential is considered automatically invalid and void. GFIAA is subject to the Michigan Freedom of Information Act, which prohibits it from concealing information on or associated with responses, successful or unsuccessful, once they are opened.

EVALUATION, STATUS UPDATES/AWARD NOTIFICATION

The Authority reserves the right to request additional information it may deem necessary after the submissions are received.

As part of the evaluation process, Respondents may be requested to make an oral presentation, at the Respondent's expense, to an evaluation committee. Key staff to be assigned to this project must participate in this presentation unless otherwise waived by the Authority. The presentation may be followed by a question-and-answer session.

The Authority reserves the right at its discretion to waive irregularities of this solicitation process.

In the event of extension errors, the unit price shall prevail and the Respondent's total offer will be corrected accordingly. In the event of addition errors, the extended totals will prevail and the Respondent's total will be corrected accordingly. Respondent must check their submission where applicable. Failure to do so will be at the Respondent's risk. Submissions having erasures or corrections must be initialed in ink by the Respondent. Respondents are cautioned to recheck their submissions for possible errors.

The Respondent shall not be allowed to take advantage of error, omissions or discrepancies in the specifications.

The Authority, at its sole discretion, reserves the right to award to the Respondent whose response is deemed most advantageous to the Authority. The Authority, at its sole discretion, shall select the most responsive and responsible Respondent and evaluate all responses based on the requirements and criterion set forth in this solicitation while reserving the right to weigh specifications and other factors in the award. The Authority reserves the right to reject any and all submissions as a result of this solicitation.

The Authority reserves the right to award by line item when applicable and to accept or reject any or all parts of a submission.

Accelerated discounts should be so stated at the time of submission. If quick-pay discounts are offered, The Authority reserves the right to include that discount as part of the award criterion. Prices must, however, be based upon payment in thirty (30) days after receipt, inspection, and acceptance. In all cases, quick-pay discounts will be calculated from the date of the invoice or the date of acceptance, whichever is later.

Award notifications are posted on the Authority website. It is the Respondent's responsibility to monitor the website for status updates.

ALIGNMENT LINE TABLE							
LINE NO.	ALIGNMENT NAME	START STATION	START NORTHING	START EASTING	END STATION	END NORTHING	END EASTING
L1	TWY B	0+00.00	508,414.38	12,813,907.92	5+00.00	507,919.14	12,813,976.72
L2	TWY F	0+00.00	508,684.28	12,813,555.96	21+00.00	506,604.15	12,813,844.20
L3	TWY G	0+00.00	508,332.15	12,813,587.09	6+00.00	508,414.50	12,814,181.41
L4	TWY J	0+00.00	508,629.47	12,813,309.06	6+00.00	508,711.83	12,813,903.38
L5	TWY V	0+00.00	506,627.76	12,813,514.26	5+00.00	506,696.39	12,814,009.53

C1 ALIGNMENT TABLE
SCALE: NOT TO SCALE

ALIGNMENT NAME	STATION	NORTHING	EASTING
TW F	0+20.4	508664.07	12813558.76
TW J	2+52.08		
ALIGNMENT NAME	STATION	NORTHING	EASTING
TW F	3+53.07	508334.55	12813604.42
TW G	0+17.5		
ALIGNMENT NAME	STATION	NORTHING	EASTING
TW F	20+31.33	506672.17	12813834.78
TW V	3+23.58		
ALIGNMENT NAME	STATION	NORTHING	EASTING
TW B	0+37.42	508377.32	12813913.07
TW G	3+29.1		
ALIGNMENT NAME	STATION	NORTHING	EASTING
TW F	7+15.85	507975.20	12813654.22
TW NJ	0+17.5		

C3 EQUALIZATION TABLE
SCALE: NOT TO SCALE

ITEM NO	FAA SPEC NO.	PAY ITEM NO	DESCRIPTION	QUANTITY	UNITS
1	C-100	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	1	LS
2	C-102	C-102-5.1	INSTALLATION AND REMOVAL OF STORM DRAIN INLET PROTECTION	20	EACH
3	C-102	C-102-5.2	INSTALLATION AND REMOVAL OF SILT FENCE	5,000	LF
4	C-105	C-105-6.1	MOBILIZATION (10% MAXIMUM)	1	LS
5	C-105	C-105-6.2	FIELD OFFICE	1	LS
6	CX-106	CX-106-3.1	SAFETY, SECURITY AND MAINTENANCE OF TRAFFIC	1	LS
7	CX-106	CX-106-3.2	INSTALLATION AND REMOVAL OF HAUL ROAD	1,250	LF
8	P-101	P-101-5.1	PAVEMENT REMOVAL	12,800	SY
9	P-152	P-152-4.1	UNCLASSIFIED EXCAVATION	12,100	CY
10	P-154	P-154-5.1	SUBBASE COURSE	3,500	CY
11	P-154	P-154-5.2	RESHAPE AND RECOMPACT EXISTING SUBBASE MATERIAL	11,100	SY
12	P-209	P-209-5.1	CRUSHED AGGREGATE BASE COURSE	7,200	CY
13	P-401	P-401-8.1	ASPHALT SURFACE COURSE	560	TON
14	P-501	P-501-8.1	CONCRETE PAVEMENT, 10" THICK	14,300	SY
15	P-620	P-620-5.1	MARKING	19,000	SF
16	P-620	P-620-5.2	REFLECTIVE MEDIA	470	LB
17	P-620	P-620-5.3	TEMPORARY MARKING	9,000	SF
18	P-620	P-620-5.4	MARKING REMOVAL	2,700	SF
19	D-705	D-705-5.1	6 INCH PERFORATED SMOOTH INTERIOR CORRUGATED HDPE COMPLETE, INCLUDING POROUS BACKFILL AND FILTER FABRIC	4,550	LF
20	D-705	D-705-5.2	6 INCH NON-PERFORATED SMOOTH INTERIOR CORRUGATED HDPE COMPLETE, INCLUDING POROUS BACKFILL AND FILTER FABRIC	880	LF
21	D-705	D-705-5.3	8 INCH NON-PERFORATED SMOOTH INTERIOR CORRUGATED HDPE COMPLETE, INCLUDING POROUS BACKFILL AND FILTER FABRIC	220	LF
22	D-751	D-751-5.1	CLEANOUTS	25	EACH
23	D-751	D-751-5.2	YARD DRAIN	1	EACH
24	DX-800	DX-800-4.1	SOFT DIGS	2	DAYS
25	T-901	T-901-5.1	SEEDING	5	ACRE
26	T-905	T-905-5.1	TOPSOIL (OBTAINED ONSITE OR REMOVED FROM STOCKPILE)	3,400	CY
27	T-908	T-908-5.1	MULCHING	5	ACRE
28	L-105	L-105-7.1	REMOVE EXISTING TAXIWAY EDGE LIGHT AND BASE CAN COMPLETE	85	EACH
29	L-105	L-105-7.2	REMOVE EXISTING CABLE IN CONDUIT OR DUCT BANK, CONDUIT AND	12,500	LF
30	L-105	L-105-7.3	REMOVE EXISTING CONDUIT	4,500	LF
31	L-105	L-105-7.4	REMOVE EXISTING DUCT BANK	900	LF
32	L-105	L-105-7.5	REMOVE AND RELOCATE EXISTING GUIDANCE SIGN, INCLUDING NEW	9	EACH
33	L-105	L-105-7.6	REMOVE EXISTING ELECTRICAL HANDHOLE	14	EACH
34	L-108	L-108-5.1	NO.8 AWG, 5 KV, L-824, TYPE C CABLE, INSTALLED IN NEW OR EXISTING	12,500	LF
35	L-108	L-108-5.2	NO.6 AWG BARE COUNTERPOISE, GROUND RODS AND TERMINATIONS	4,500	LF
36	L-109	L-109-7.1	AIRFIELD LIGHTING ELECTRICAL VAULT POWER AND CONTROLS	1	LS
37	L-109	L-109-7.2	CONSTANT CURRENT REGULATOR REMOVAL AND SALVAGE	1	EACH
38	L-109	L-109-7.3	CONSTANT CURRENT REGULATOR 10KW, 3-STEP, 6.6A, 480V, L-829	1	EACH
39	L-110	L-110-5.1	PROPOSED 4-WAY, 4-INCH SCH. 40 PVC, CONCRETE ENCASED	2,100	LF
40	L-110	L-110-5.2	1-WAY, 2-INCH, SCH. 40 PVC, CONDUIT DIRECT BURIED	4,500	LF
41	L-115	L-115-5.1	4' X 4' CONCRETE MANHOLE	14	EACH
42	L-125	L-125-5.1	L-861T(L) ELEVATED TAXIWAY EDGE LIGHT AND BASE CAN, INCLUDING	57	EACH
43	L-125	L-125-5.2	L-861 ELEVATED TAXIWAY EDGE LIGHT ON NEW BASE CAN, INCLUDING	14	EACH
44	L-125	L-125-5.3	L-853, BLUE, 24" TALL, SURFACE OR SOIL MOUNTED RETROREFLECTIVE	12	EACH
45	L-126	L-126-5.1	MAINTENANCE OF AIRPORT LIGHTING SYSTEM SYSTEMS, INCLUDING	1	LS

A1 QUANTITIES FOR CANVASS OF BIDS
SCALE: NOT TO SCALE

CONTROL				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
100	507319.640	12813331.570	784.859	1/2" x 18" REBAR WITH RED FISHBECK CONTROL POINT CAP, IN GRASSY AREA, 90 FEET NORTHEAST OF NORTHEAST CORNER OF ARFF BUILDING
105	506751.443	12813780.292	783.419	1/2" x 18" REBAR WITH RED FISHBECK CONTROL POINT CAP, NW QUADRANT OF TAXIWAYS F AND V
106	506812.022	12813894.318	782.495	1/2" x 18" REBAR WITH RED FISHBECK CONTROL POINT CAP, NE QUADRANT OF TAXIWAYS F AND V
107	507216.126	12813722.218	781.676	1/2" x 18" REBAR WITH RED FISHBECK CONTROL POINT CAP, SW QUADRANT OF TAXIWAY F AND DRIVE TO ARFF STATION
108	507330.732	12813782.902	781.627	1/2" x 18" REBAR WITH RED FISHBECK CONTROL POINT CAP, NE QUADRANT OF TAXIWAY F AND DRIVE TO ARFF STATION
109	507757.114	12813651.500	781.731	1/2" x 18" REBAR WITH RED FISHBECK CONTROL POINT CAP, WEST SIDE OF TAXIWAY F, SOUTH OF DRIVE TO NORTHERN JET BUILDING
110	507846.848	12813706.178	781.774	1/2" x 18" REBAR WITH RED FISHBECK CONTROL POINT CAP, EAST SIDE OF TAXIWAY F, SOUTH OF DRIVE TO NORTHERN JET BUILDING
111	508218.496	12813586.681	781.731	1/2" x 18" REBAR WITH RED FISHBECK CONTROL POINT CAP, WEST SIDE OF TAXIWAY F, SOUTH OF TAXIWAY G
112	508281.510	12813653.156	781.558	1/2" x 18" REBAR WITH RED FISHBECK CONTROL POINT CAP, SE QUADRANT OF TAXIWAY F AND TAXIWAY G
113	508602.471	12813525.361	782.868	1/2" x 18" REBAR WITH RED FISHBECK CONTROL POINT CAP, SW QUADRANT OF TAXIWAY F AND TAXIWAY J
114	508706.684	12813635.143	783.109	1/2" x 18" REBAR WITH RED FISHBECK CONTROL POINT CAP, NORTH SIDE OF TAXIWAY J, EAST OF TAXIWAY F
115	508447.722	12813971.066	780.368	1/2" x 18" REBAR WITH RED FISHBECK CONTROL POINT CAP, NORTH SIDE OF TAXIWAY G TO TAXIWAY B5 AREA
202	507267.184	12813330.860	787.536	NORTHERLY FLANGE BOLT ON HYDRANT, 60 FEET EAST OF NORTHEAST CORNER OF ARFF BUILDING
203	506811.338	12813845.188	782.433	MAIL NAIL IN NORTHWEST CORNER OF CONCRETE PAD FOR F-V SIGN, NE QUADRANT OF TAXIWAYS F AND V
204	508267.209	12813583.958	781.820	MAIL NAIL IN SOUTHEAST CORNER OF CONCRETE PAD FOR F-G TAXIWAY

A3 SURVEY CONTROL TABLE
SCALE: NOT TO SCALE



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Fax: 734-206-7973
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**TAXIWAY F & G RECONSTRUCTION
(NORTH OF TAXIWAY V, 1,950' X 35'); TAXIWAY
F & G AIRFIELD LIGHTING REPLACEMENT
GERALD R. FORD INTERNATIONAL
AIRPORT GRAND RAPIDS, MI**

MARK	DATE	DESCRIPTION
△	3/6/2026	ADDENDUM NO.1
REVISIONS		
PROJECT NO: K19.031.001 & K19.031.002		
DATE: FEBRUARY 2026		
DRAWN BY: B. BUCKINGHAM		
DESIGNED BY: T.J. CORCORAN		
CHECKED BY: K.J. JOST		
CONTRACTOR SHALL VERIFY ALL CONDITIONS ON JOB SITE & NOTIFY THE OWNER OF ANY VARIATIONS FROM DIMENSIONS SHOWN ON THESE DRAWINGS BEFORE PROCEEDING WITH ANY CONSTRUCTION.		

QUANTITIES FOR CANVASS OF BID, SURVEY CONTROL TABLE, ALIGNMENT TABLE, AND EQUALIZATION TABLE

G1004

SHEET NO. 4 OF 64

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Fax: 734-206-7973
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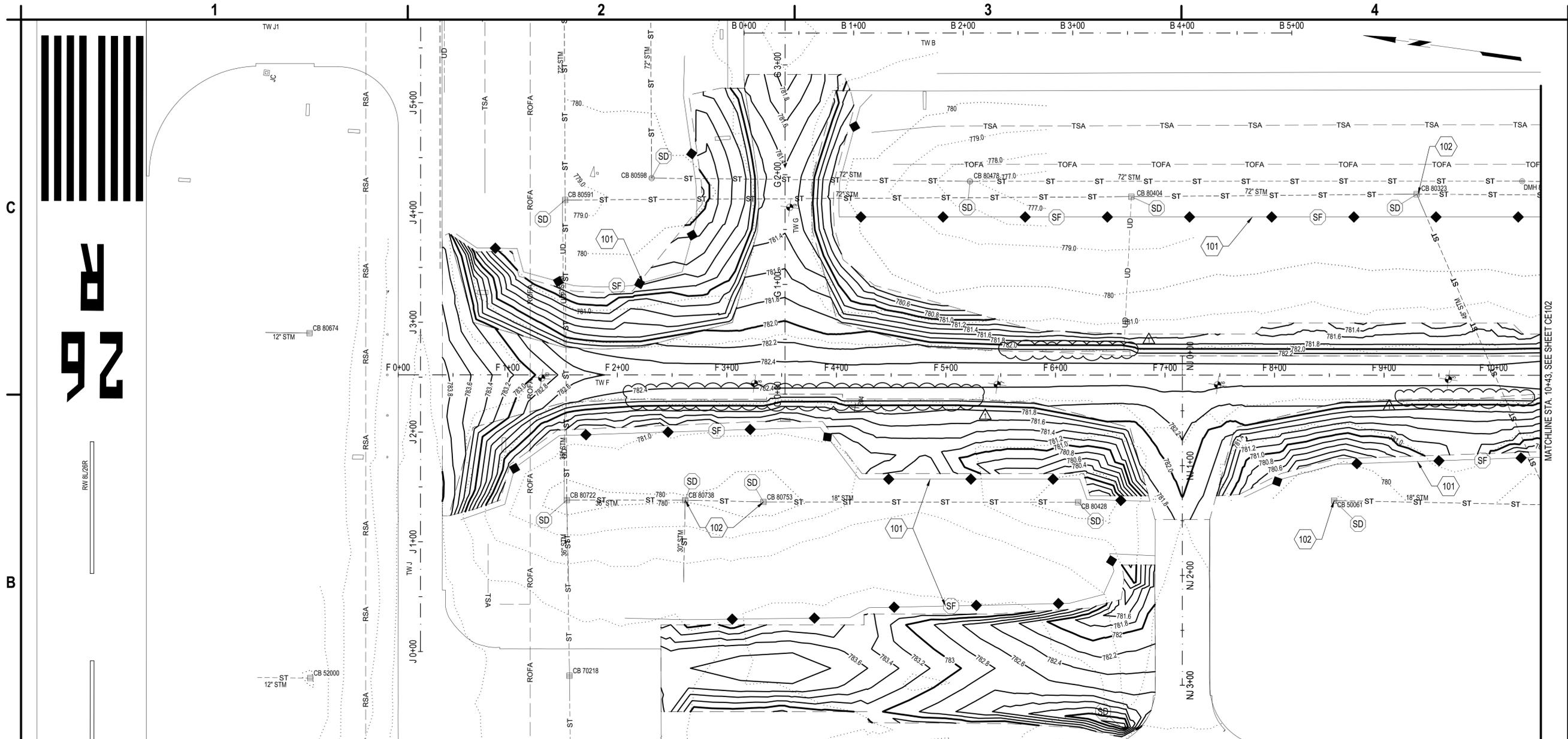
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PROJECT NO: K19.031.001 & K19.031.002		
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**SOIL EROSION AND
SEDIMENTATION
CONTROL PLAN**

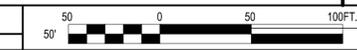
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SHEET NO. 16 OF 64

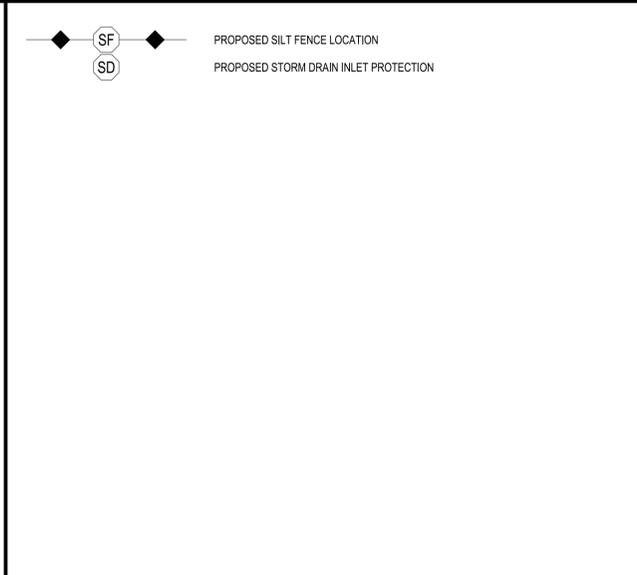
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B1 SOIL EROSION AND SEDIMENTATION CONTROL PLAN
SCALE: 1" = 50'



101. SILT FENCE, ITEM C-102. SEE DETAIL A2/CE501.
102. STORM DRAIN INLET PROTECTION, ITEM C-102. SEE DETAIL A3/CE501.



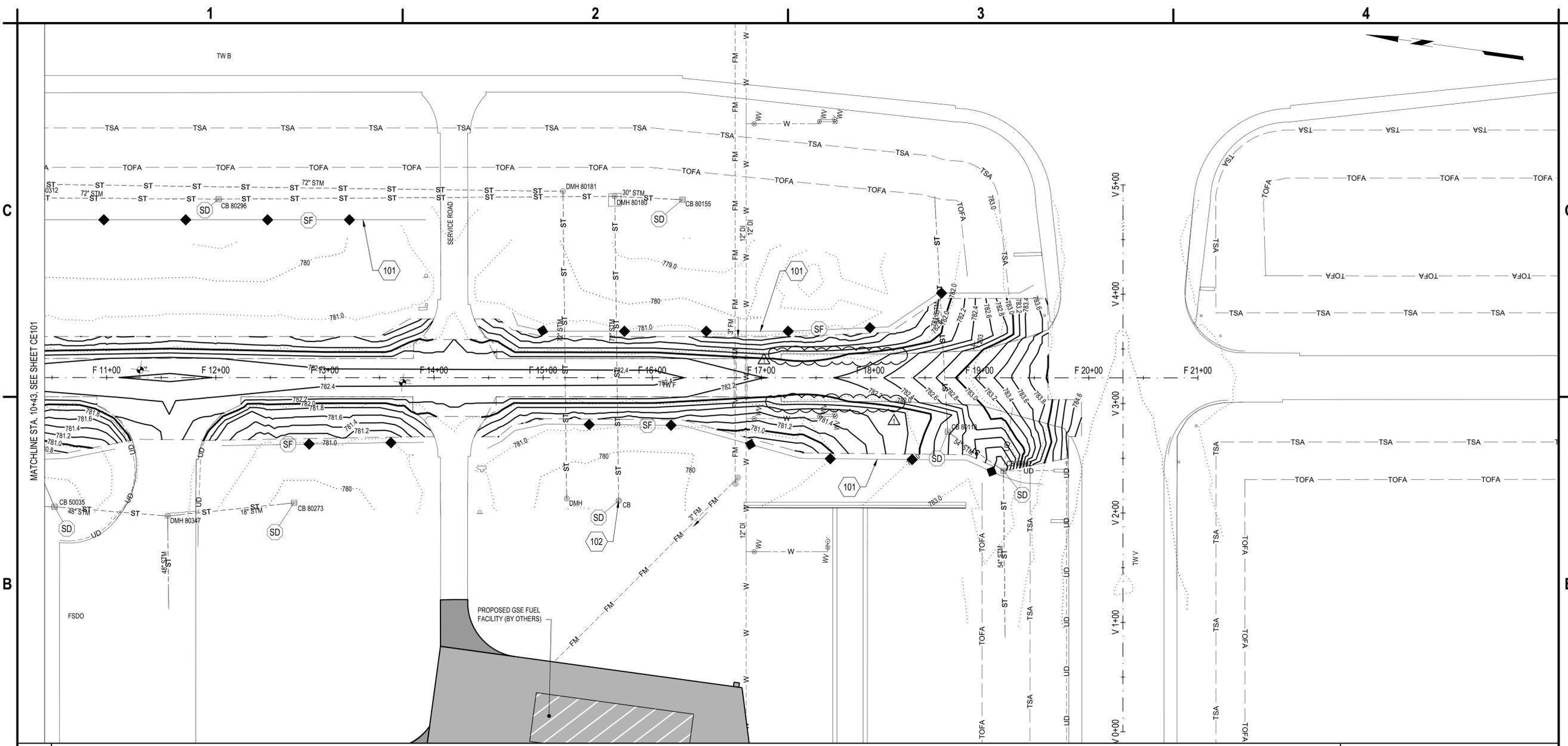
- THE FOLLOWING EROSION CONTROL PROCEDURES SHALL BE ADHERED TO BY THE CONTRACTOR:
- INSTALL TEMPORARY SILT FENCE BARRIERS AS SHOWN ON THE PLAN AND AT ALL EXISTING STORMWATER CATCH BASINS WITHIN THE WORK AREA TO PREVENT SEDIMENT MIGRATION. ALL SILT FENCE BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS.
 - ALL SILT FENCES SHALL BE REPLACED WHENEVER THEY BECOME CLOGGED OR INOPERABLE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE & REMOVAL OF TEMPORARY SEDIMENTATION CONTROLS.
 - THE CONTRACTOR MUST CONTROL DUST DURING CONSTRUCTION DURING EARTHWORK OPERATIONS, WATER SPREADING EQUIPMENT SHALL BE PROVIDED BY THE CONTRACTOR AND WATER APPLIED AS NECESSARY AND AS DIRECTED BY THE OWNER IN ORDER TO CONTROL DUST.
 - DIRT OR DEBRIS LEFT ON LOCAL PUBLIC ROADS AND AIRPORT PAVED SURFACES AS A RESULT OF THIS CONSTRUCTION PROJECT SHALL BE REMOVED & ROAD SURFACES CLEANED BY THE CONTRACTOR ON A CONTINUOUS BASIS USING A CONTRACTOR PROVIDED SWEEPER TRUCK.
 - ALL DISTURBED AREAS (EXCEPT AREAS TO BE PAVED OR BUILT UPON) SHALL BE TOPSOILED TO A MINIMUM 4" DEPTH & SEEDING IN ACCORDANCE WITH T-109 IMMEDIATELY AFTER FINE GRADING TAKES PLACE & AS SOON AS PHYSICALLY POSSIBLE.
 - THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF DOWNSTREAM STORM SEWERS, DITCHES & CULVERTS. SILT BUILD-UP FOUND TO BE A RESULT OF THIS SITE CONSTRUCTION WORK SHALL BE REMOVED FROM DOWNSTREAM CULVERTS BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.
 - IN ADDITION TO STORM WATER DISCHARGES, THE FOLLOWING NON-STORM WATER DISCHARGES MAY CONTRIBUTE TO THE RUN-OFF FROM THE SITE:
 - WATER FROM WATER SERVICE FLUSHINGS
 - WATER USED TO WASH DOWN CONSTRUCTION VEHICLES (NO DETERGENTS)
 - WATER USED FOR DUST CONTROL
 - UNCONTAMINATED GROUNDWATER
 - THE ABOVE NON-STORM WATER FLOWS SHALL BE TREATED IN THE SAME MANNER AS STORM WATER FLOWS INDICATED HEREIN.
 - PRIOR TO OPENING WORK AREAS TO AIR TRAFFIC, THE ADJACENT SILT FENCE NEEDS TO BE REMOVED OR RELOCATED IF IN THE TOFA BY THE CONTRACTOR.

A1 KEYED NOTES
SCALE: NOT TO SCALE

A2 LEGEND
SCALE: NOT TO SCALE

A3 EROSION CONTROL NOTES
SCALE: NOT TO SCALE

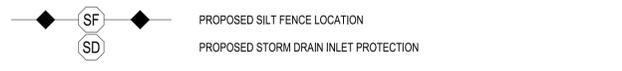
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B1 SOIL EROSION AND SEDIMENTATION CONTROL PLAN
SCALE: 1" = 50'



101. SILT FENCE, ITEM C-102. SEE DETAIL A2/CE501.
102. STORM DRAIN INLET PROTECTION, ITEM C-102. SEE DETAIL A3/CE501.



- THE FOLLOWING EROSION CONTROL PROCEDURES SHALL BE ADHERED TO BY THE CONTRACTOR:
- INSTALL TEMPORARY SILT FENCE BARRIERS AS SHOWN ON THE PLAN AND AT ALL EXISTING STORMWATER CATCH BASINS WITHIN THE WOK AREA TO PREVENT SEDIMENT MIGRATION. ALL SILT FENCE/SOCK BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS.
 - ALL SILT FENCES/SOCKS SHALL BE REPLACED WHENEVER THEY BECOME CLOGGED OR INOPERABLE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE & REMOVAL OF TEMPORARY SEDIMENTATION CONTROLS.
 - THE CONTRACTOR MUST CONTROL DUST DURING CONSTRUCTION DURING EARTHWORK OPERATIONS, WATER SPREADING EQUIPMENT SHALL BE PROVIDED BY THE CONTRACTOR AND WATER APPLIED AS NECESSARY AND AS DIRECTED BY THE OWNER IN ORDER TO CONTROL DUST.
 - DIRT OR DEBRIS LEFT ON LOCAL PUBLIC ROADS AND AIRPORT PAVED SURFACES AS A RESULT OF THIS CONSTRUCTION PROJECT SHALL BE REMOVED & ROAD SURFACES CLEANED BY THE CONTRACTOR ON A CONTINUOUS BASIS USING A CONTRACTOR PROVIDED SWEEPER TRUCK.
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 - THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF DOWNSTREAM STORM SEWERS, DITCHES & CULVERTS. SILT BUILD-UP FOUND TO BE A RESULT OF THIS SITE CONSTRUCTION WORK SHALL BE REMOVED FROM DOWNSTREAM CULVERTS BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.
 - IN ADDITION TO STORM WATER DISCHARGES, THE FOLLOWING NON-STORM WATER DISCHARGES MAY CONTRIBUTE TO THE RUN-OFF FROM THE SITE:
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 - THE ABOVE NON-STORM WATER FLOWS SHALL BE TREATED IN THE SAME MANNER AS STORM WATER FLOWS INDICATED HEREIN.
 - PRIOR TO OPENING WORK AREAS TO AIR TRAFFIC, THE ADJACENT SILT FENCE NEEDS TO BE REMOVED OR RELOCATED IF IN THE TOFA BY THE CONTRACTOR.

A1 KEYED NOTES
SCALE: NOT TO SCALE

A2 LEGEND
SCALE: NOT TO SCALE

A3 EROSION CONTROL NOTES
SCALE: NOT TO SCALE



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F & G AIRFIELD LIGHTING REPLACEMENT
GERALD R. FORD INTERNATIONAL
AIRPORT GRAND RAPIDS, MI**

MARK	DATE	DESCRIPTION
△	3/6/2026	ADDENDUM NO.1
REVISIONS		
PROJECT NO: K19.031.001 & K19.031.002		
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**SOIL EROSION AND
SEDIMENTATION
CONTROL PLAN**

CE102

SHEET NO. 17 OF 64

Mar 10, 2025 - 11:24am
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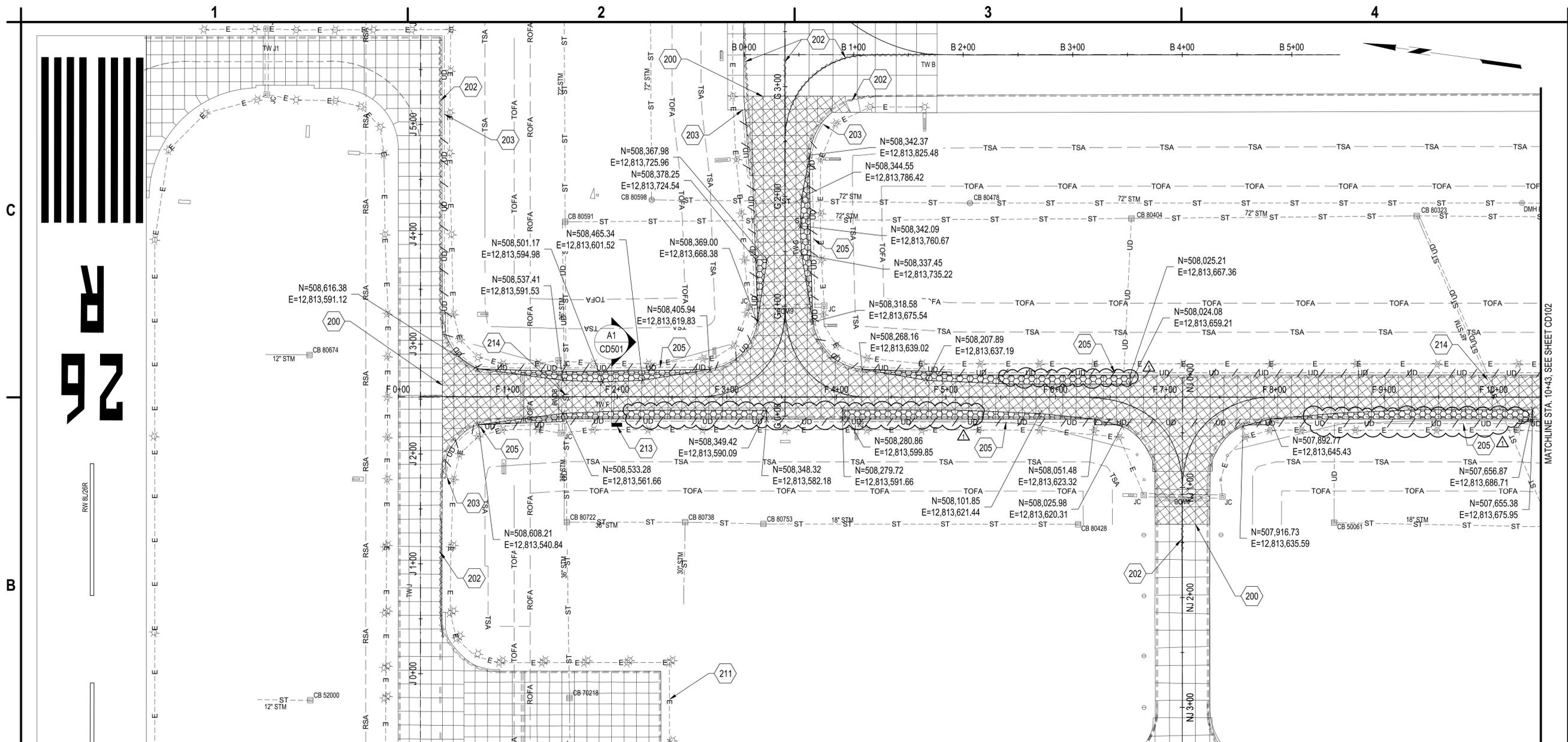
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**EXISTING
 CONDITIONS AND
 DEMOLITION PLAN**

CD101

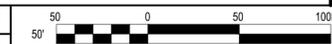
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B1 EXISTING CONDITIONS AND DEMOLITION PLAN

SCALE: 1" = 50'



- 200. SAWCUT PAVEMENT FULL DEPTH (TYP.), INCIDENTAL TO ITEM P-101. SEE DETAIL B1/CD501.
- 202. OBLITERATE EXISTING PAVEMENT MARKINGS PER SPECIFICATION P-620. ALL SURFACE PREPARATION SHALL BE CONSIDERED INCIDENTAL TO ITEM P-620 (TYP.).
- 203. LIMIT OF UNDERDRAIN REMOVAL.
- 205. REMOVE UNDERDRAIN AND CLEANOUTS IF FOUND, INCIDENTAL TO ITEM P-101.
- 211. CONTRACTOR SHALL MAINTAIN CONTINUITY IN THE ELECTRICAL CIRCUIT DURING CONSTRUCTION. ANY DAMAGE DUE TO THE TEMPORARY TAXIWAY INSTALLATION SHALL BE REPAIRED BY THE CONTRACTOR, INCIDENTAL TO THE OTHER WORK ITEMS.
- 213. TYPICAL TAXIWAY PAVEMENT DEMOLITION SECTION, SEE DETAIL A1/CD501.
- 214. PROTECT EXISTING UTILITY IN PLACE. CONTRACTOR SHALL NOT USE POWER DRIVEN CONCRETE BREAKING EQUIPMENT WITHIN 20 FEET.

- PARTIAL DEPTH PAVEMENT SECTION REMOVAL, ITEM P-101 AND ITEM P-152. SEE DETAILS C1&B1/CD501.
- FULL DEPTH PAVEMENT SECTION REMOVAL, ITEM P-101 AND ITEM P-152. SEE DETAILS B3&B1/CD501.
- STORMWATER CATCH BASIN TO REMAIN.

1. ELECTRICAL WORK IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. REFER TO ED SERIES FOR ALL ELECTRICAL DEMOLITION WORK. REFER TO EL SERIES FOR ALL LIGHTING, POWER DISTRIBUTION AND CABLING WORK.
2. REFER TO CG SERIES FOR LIMITS OF PROPOSED DRAINAGE AND UTILITIES.
3. THE CONTRACTOR SHALL DOUBLE SAWCUT FULL DEPTH PAVEMENT PRIOR TO THE REMOVAL OF EXISTING CONCRETE AND ASPHALT PAVEMENTS. SAWCUTS SHALL BE A MINIMUM OF 12-INCHES APART.
4. EXISTING DRAINAGE STRUCTURE TABLE, SEE A1/CG601.

A1 KEYED NOTES

SCALE: NOT TO SCALE

A2 LEGEND

SCALE: NOT TO SCALE

A3 DEMOLITION NOTES

SCALE: NOT TO SCALE

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 Phone: 734-953-2571
 Fax: 734-206-7973
 www.cscos.com



**TAXIWAY F & G RECONSTRUCTION
 (NORTH OF TAXIWAY V, 1,950' X 35'); TAXIWAY
 F & G AIRFIELD LIGHTING REPLACEMENT
 GERALD R. FORD INTERNATIONAL
 AIRPORT GRAND RAPIDS, MI**

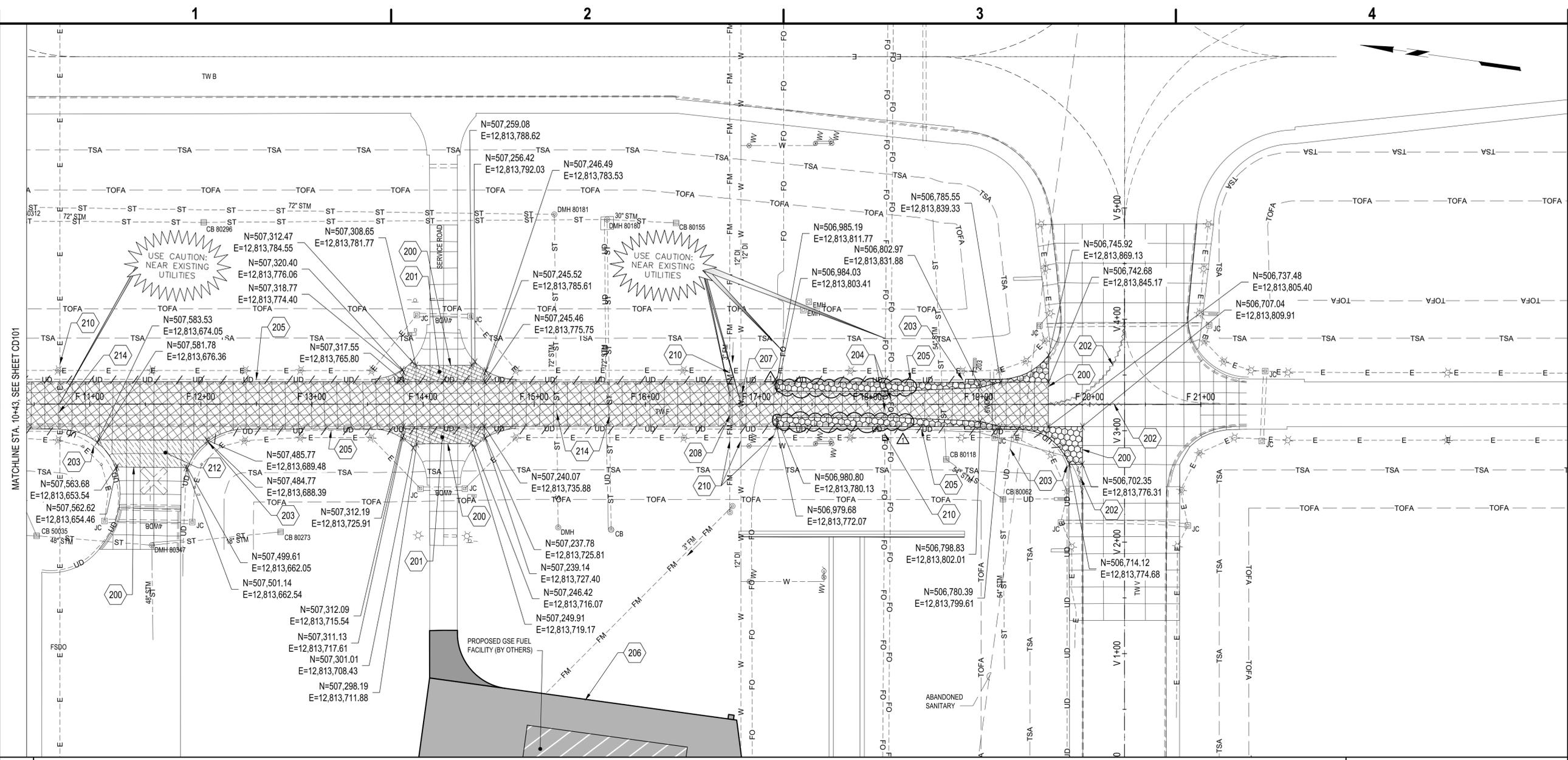
MARK	DATE	DESCRIPTION
△	3/6/2026	ADDENDUM NO.1
REVISIONS		
PROJECT NO: K19.031.001 & K19.031.002		
DATE: FEBRUARY 2026		
DRAWN BY: B. BUCKINGHAM		
DESIGNED BY: T.J. CORCORAN		
CHECKED BY: K.J. JOST		
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**EXISTING
 CONDITIONS AND
 DEMOLITION PLAN**

CD102

SHEET NO. 20 OF 64

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B1 EXISTING CONDITIONS AND DEMOLITION PLAN
 SCALE: 1" = 50'



- 200. SAWCUT PAVEMENT FULL DEPTH (TYP.), INCIDENTAL TO ITEM P-101. SEE DETAIL B1/CD501.
- 201. PARTIAL DEPTH PCC PAVEMENT REMOVAL, SEE TYPICAL PAVEMENT SECTION C3 AND B1/CD501.
- 202. OBLITERATE EXISTING PAVEMENT MARKINGS PER SPECIFICATION P-620. ALL SURFACE PREPARATION SHALL BE CONSIDERED INCIDENTAL TO ITEM P-620 (TYP.).
- 203. LIMIT OF UNDERDRAIN REMOVAL.
- 204. PROTECT EXISTING COMMUNICATION CABLE IN PLACE (TYP.).
- 205. REMOVE UNDERDRAIN AND CLEANOUTS IF FOUND, INCIDENTAL TO ITEM P-101.
- 206. GSE FUEL FARM FACILITY PROJECT (BY OTHERS).
- 207. PROTECT EXISTING WATERMAIN IN PLACE (TYP.).
- 208. PROTECT EXISTING FORCEMAIN IN PLACE (TYP.).
- 210. CONTRACTOR TO SOFT DIG EXISTING UTILITY PRIOR TO BEGINNING CONSTRUCTION, ITEM DX-800.
- 212. PARTIAL DEPTH PCC PAVEMENT REMOVAL, SEE TYPICAL PAVEMENT SECTION C4 AND B1/CD501.
- 214. PROTECT EXISTING UTILITY IN PLACE, CONTRACTOR SHALL NOT USE POWER DRIVEN CONCRETE BREAKING EQUIPMENT WITHIN 20 FEET.

- PARTIAL DEPTH PAVEMENT SECTION REMOVAL, ITEM P-101 AND ITEM P-152. SEE DETAILS C1&B1/CD501.
- FULL DEPTH PAVEMENT SECTION REMOVAL, ITEM P-101 AND ITEM P-152. SEE DETAILS B3&B1/CD501.
- STORMWATER CATCH BASIN TO REMAIN.

1. ELECTRICAL WORK IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. REFER TO ED SERIES FOR ALL ELECTRICAL DEMOLITION WORK. REFER TO EL SERIES FOR ALL LIGHTING, POWER DISTRIBUTION AND CABLING WORK.
2. REFER TO CG SERIES FOR LIMITS OF PROPOSED DRAINAGE AND UTILITIES.
3. THE CONTRACTOR SHALL DOUBLE SAWCUT FULL DEPTH PAVEMENT PRIOR TO THE REMOVAL OF EXISTING CONCRETE AND ASPHALT PAVEMENTS. SAWCUTS SHALL BE A MINIMUM OF 12-INCHES APART.
4. NO HYDRAULIC, PNEUMATIC OR VIBRATORY EQUIPMENT SHALL BE USED FOR PAVEMENT DEMOLITION OVER EXISTING UTILITIES AND BETWEEN TW F STA. 16+50 TO STA. 19+00. PAVEMENT DEMOLITION AT TW F TUNNEL: NO HYDRAULIC, PNEUMATIC, OR VIBRATORY DEMOLITION EQUIPMENT SUCH AS HOE RAMS, GUILLOTINES AND JACKHAMMERS SHALL BE USED FOR DEMOLITION BETWEEN TW F STA. 16+50 TO STA. 19+00. PCC PAVEMENT SLABS SHALL BE SAWCUT AT JOINTS TO FULL DEPTH, LIFTED OUT AND REMOVED. CONTRACTOR SHALL SUBMIT A LIST OF EQUIPMENT TO BE USED IN THE AREAS OVER THE TUNNEL.
5. EXISTING DRAINAGE STRUCTURE TABLE, SEE A1/CG601.

A1 KEYED NOTES
 SCALE: NOT TO SCALE

A2 LEGEND
 SCALE: NOT TO SCALE

A3 DEMOLITION NOTES
 SCALE: NOT TO SCALE

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Phone: 734-953-2571
Fax: 734-206-7973
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**TAXWAY F & G RECONSTRUCTION
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GERALD R. FORD INTERNATIONAL
AIRPORT GRAND RAPIDS, MI**

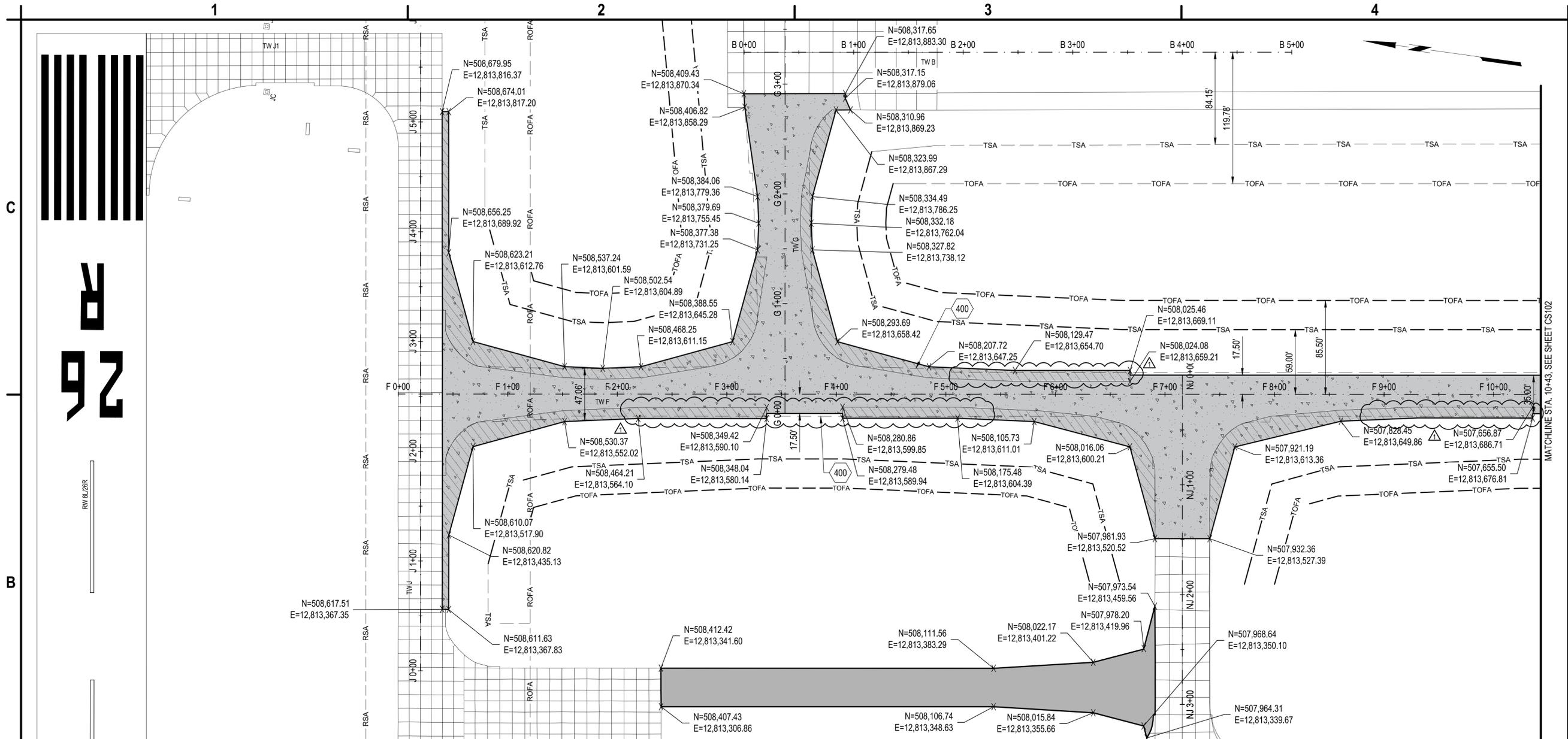
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GEOMETRY PLAN

CS101

SHEET NO. 22 OF 64

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B1 GEOMETRY PLAN

SCALE: 1" = 50'



400. EXISTING EDGE OF PAVEMENT

- PROPOSED CEMENT CONCRETE PAVEMENT (PARTIAL DEPTH)
SEE DETAIL, A4/CP501
- PROPOSED CEMENT CONCRETE PAVEMENT (FULL DEPTH)
SEE DETAIL, B1/CP501
- PROPOSED TEMPORARY ASPHALT PAVEMENT.
SEE DETAIL, A1/GC501

NOTES:

1. REFER TO THE CG SERIES FOR DRAINAGE WORK.
2. REFER TO EL SERIES FOR ELECTRICAL PLAN FOR ALL WORK ASSOCIATED WITH SITE LIGHTING, POWER DISTRIBUTION AND CABLING.

A1 KEYED NOTES

SCALE: NOT TO SCALE

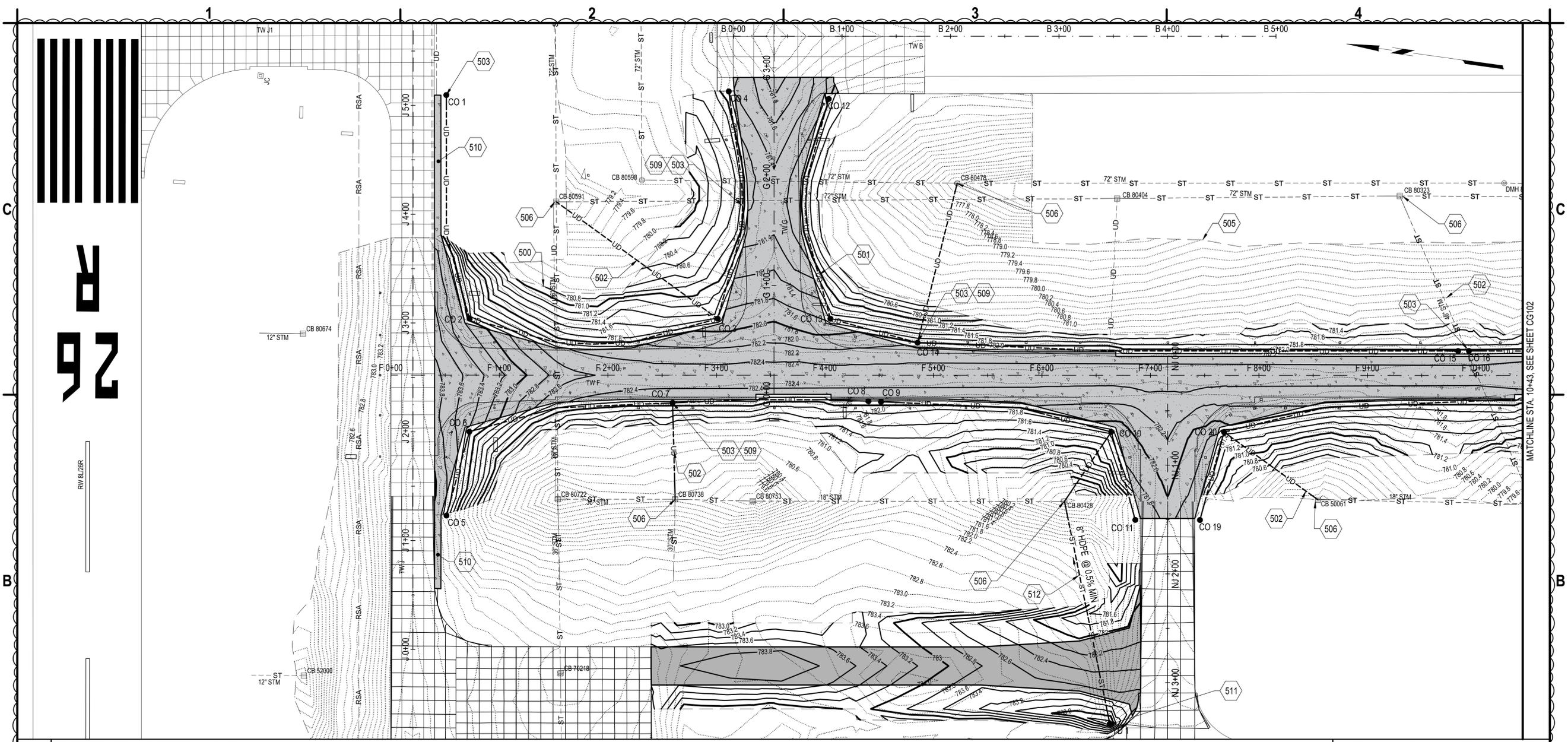
A2 LEGEND

SCALE: NOT TO SCALE

A3 GEOMETRY NOTES

SCALE: NOT TO SCALE

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B1 GRADING AND DRAINAGE PLAN
SCALE: 1" = 5'



- 500. GRADING LIMIT LINE.
- 501. 6-INCH PERFORATED CORRUGATED HDPE DRAINAGE TUBING UNDERDRAIN, ITEM D-705, SEE DETAIL A2/CG501.
- 502. 6-INCH NON-PERFORATED CORRUGATED HDPE DRAINAGE TUBING UNDERDRAIN, ITEM D-705, SEE DETAIL A1/CG501.
- 503. CLEANOUT, ITEM D-705, SEE DETAIL A3/CG501.
- 505. SURVEY LIMIT LINE.
- 506. CONNECT UNDERDRAIN TO STRUCTURE, ITEM D-705, SEE DETAIL B1/CG501
- 509. UNDERDRAIN CONNECTION LAYOUT, SEE DETAIL B3/CG501
- 510. MATCH EXISTING PAVEMENT GRADE AT TIE-IN AND PROVIDE SLOPE ON PROPOSED PAVEMENT THAT MATCHES THE TRANSVERSE SLOPE OF THE ADJACENT TAXIWAY
- 511. PROPOSED TEMPORARY 15" NYLOPLAST INLINE DRAIN 2715AG08N WITH STANDARD GRATE, OR APPROVED EQUAL. DRAIN SHALL BE PAID UNDER ITEM D-705. DRAIN SHALL BE REMOVED UPON COMPLETION, REMOVAL COST SHALL BE INCIDENTAL TO THE ITEM.
- 512. 8-INCH CORRUGATED HDPE DRAINAGE TUBING, ITEM D-705, SEE DETAIL A2/CG501

A4 KEYED NOTES
SCALE: NOT TO SCALE

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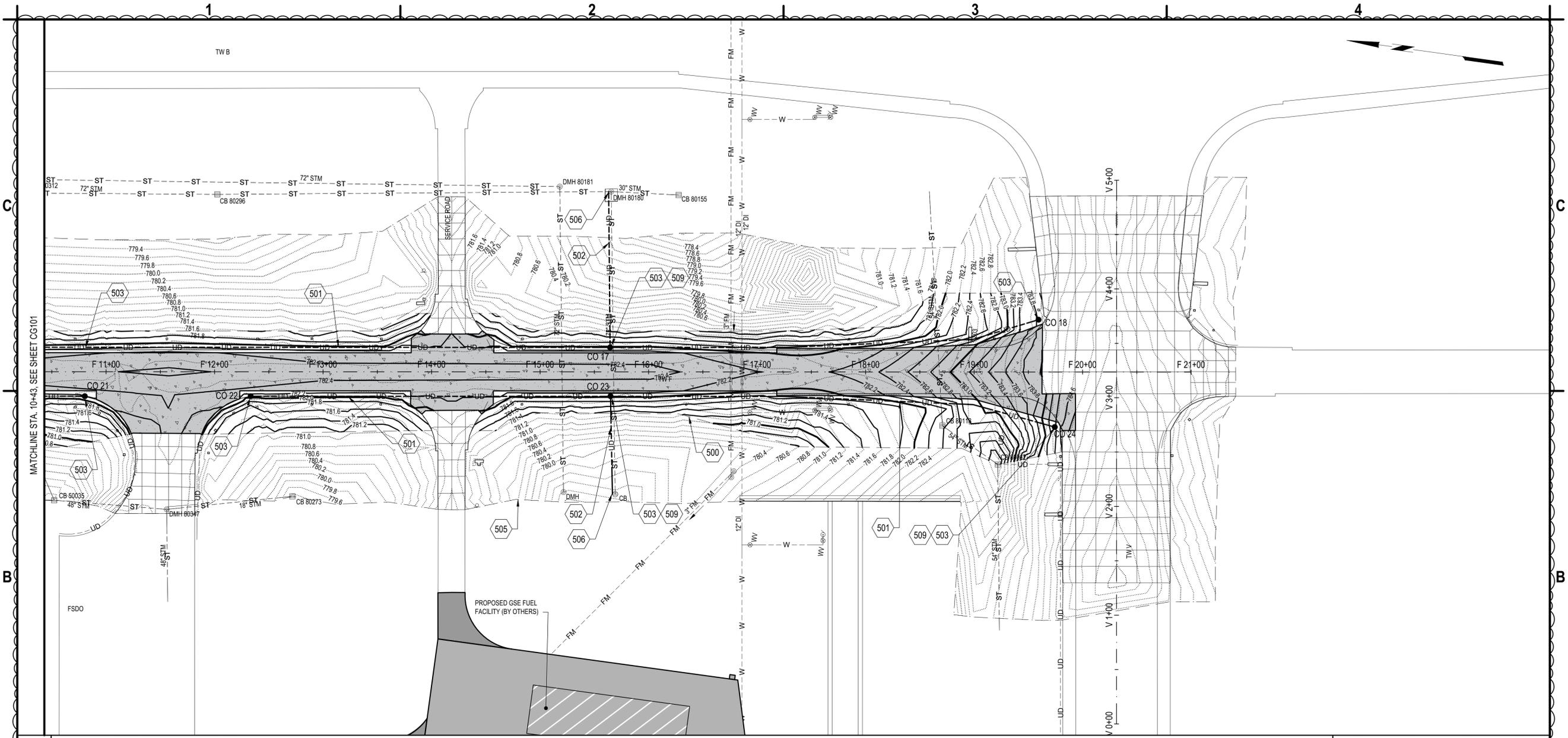
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GERALD R. FORD INTERNATIONAL
AIRPORT GRAND RAPIDS, MI**

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**GRADING AND
DRAINAGE PLAN**

CG101
SHEET NO. 23 OF 64

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B1 GRADING AND DRAINAGE PLAN



- A1 KEYED NOTES**
SCALE: NOT TO SCALE
- 500. GRADING LIMIT LINE.
 - 501. 6-INCH PERFORATED CORRUGATED HDPE DRAINAGE TUBING UNDERDRAIN, ITEM D-705. SEE DETAIL A2/CG501.
 - 502. 6-INCH NON-PERFORATED CORRUGATED HDPE DRAINAGE TUBING UNDERDRAIN, ITEM D-705. SEE DETAIL A1/CG501.
 - 503. CLEANOUT, ITEM D-705. SEE DETAIL A3/CG501.
 - 505. SURVEY LIMIT LINE.
 - 506. CONNECT UNDERDRAIN TO STRUCTURE, ITEM D-705. SEE DETAIL B1/CG501
 - 509. UNDERDRAIN CONNECTION LAYOUT, SEE DETAIL B3/CG501



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GRADING AND DRAINAGE PLAN

CG102

SHEET NO. 24 OF 64

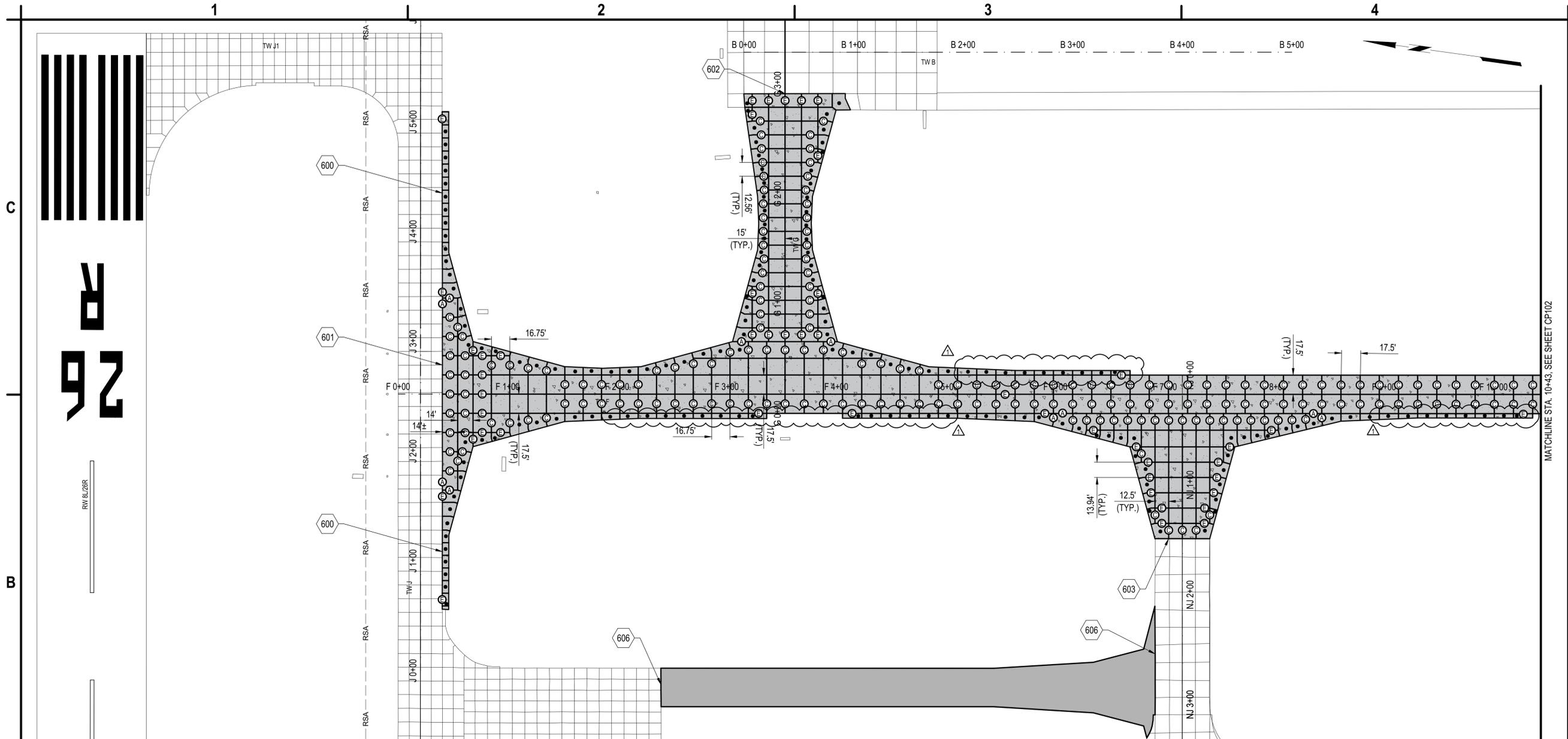
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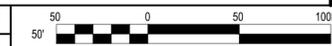
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AIRPORT GRAND RAPIDS, MI**



MATCHLINE STA. 10+43; SEE SHEET CP102

B1 PAVEMENT JOINT PLAN

SCALE: 1" = 50'



- 600. MATCH EXISTING CONCRETE PAVEMENT
- 601. MEET EXISTING PAVEMENT, SEE DETAIL A1/CP503
- 602. MEET EXISTING PAVEMENT, SEE DETAIL A2/CP502
- 603. MEET EXISTING PAVEMENT, SEE DETAIL B3/CP503
- 606. MEET EXISTING CONCRETE PAVEMENT, SEE DETAIL A4/CP502

- (A) THICKENED EDGE ISOLATION JOINT, SEE DETAIL B2/CP501
- (E) CONSTRUCTION JOINT WITH DOWEL BAR, C1/CP501
- (C) CONTRACTION JOINT WITH DOWEL BASKET, SEE DETAIL C3/CP501
- (Z) CONSTRUCTION JOINT WITH TIE BAR
- IRREGULAR REINFORCED PAVEMENT SLABS, SEE DETAIL C1/CP502



1. SEE ADDITIONAL CONCRETE PAVING NOTES ON A1/CP502.
2. SPALLING ALONG EXISTING PAVEMENT SHALL BE REPAIRED WITH DELPATCH MATERIAL BY DS BROWN, OR APPROVED EQUAL. NO ADDITIONAL PAYMENT WILL BE MADE FOR DAMAGE DONE TO CONCRETE TO REMAIN.
3. ALL JOINT CONSTRUCTION AND JOINT SEALING SHALL BE CONSIDERED INCIDENTAL TO THE CONCRETE PAVEMENT CONSTRUCTION, NO SEPARATE PAYMENT WILL BE MADE

A1 KEYED NOTES

SCALE: NOT TO SCALE

A2 LEGEND AND JOINTING NOTES

SCALE: NOT TO SCALE

A3 CONCRETE JOINTING NOTES

SCALE: NOT TO SCALE

MARK	DATE	DESCRIPTION
△	3/6/2026	ADDENDUM NO.1

REVISIONS	
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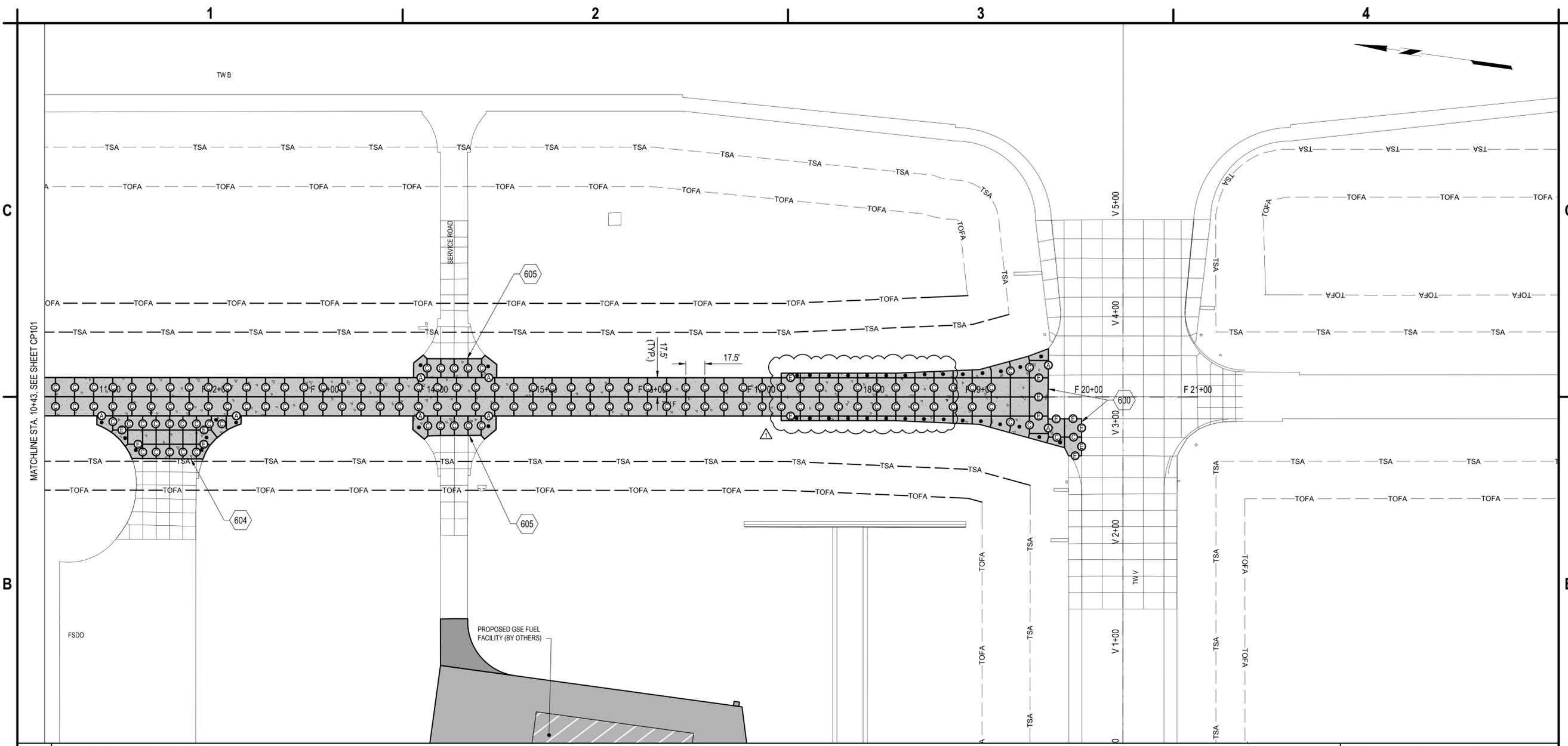
PAVEMENT JOINT PLAN

CP101

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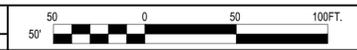


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 F & G AIRFIELD LIGHTING REPLACEMENT
 GERALD R. FORD INTERNATIONAL
 AIRPORT GRAND RAPIDS, MI**

B1 PAVEMENT JOINT PLAN
 SCALE: 1" = 50'



600. MATCH EXISTING CONCRETE PAVEMENT
 604. MEET EXISTING PAVEMENT, SEE DETAIL B1/CP503
 605. MEET EXISTING PAVEMENT, SEE DETAIL A3/CP503

- (A) THICKENED EDGE ISOLATION JOINT, SEE DETAIL B2/CP501
 - (E) CONSTRUCTION JOINT WITH DOWEL BAR, C1/CP501
 - (C) CONTRACTION JOINT WITH DOWEL BASKET, SEE DETAIL C3/CP501
 - IRREGULAR REINFORCED PAVEMENT SLABS, SEE DETAIL C1/CP502
- PROPOSED CEMENT CONCRETE PAVEMENT
 PROPOSED TEMPORARY ASPHALT PAVEMENT

1. SEE ADDITIONAL CONCRETE PAVING NOTES ON A1/CP502.
2. SPALLING ALONG EXISTING PAVEMENT SHALL BE REPAIRED WITH DELPATCH MATERIAL BY DS BROWN, OR APPROVED EQUAL. NO ADDITIONAL PAYMENT WILL BE MADE FOR DAMAGE DONE TO CONCRETE TO REMAIN.

A1 KEYED NOTES
 SCALE: NOT TO SCALE

A2 LEGEND AND JOINTING NOTES
 SCALE: NOT TO SCALE

A3 CONCRETE JOINTING NOTES
 SCALE: NOT TO SCALE

MARK	DATE	DESCRIPTION
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PAVEMENT JOINT PLAN

CP102

SHEET NO. 30 OF 64

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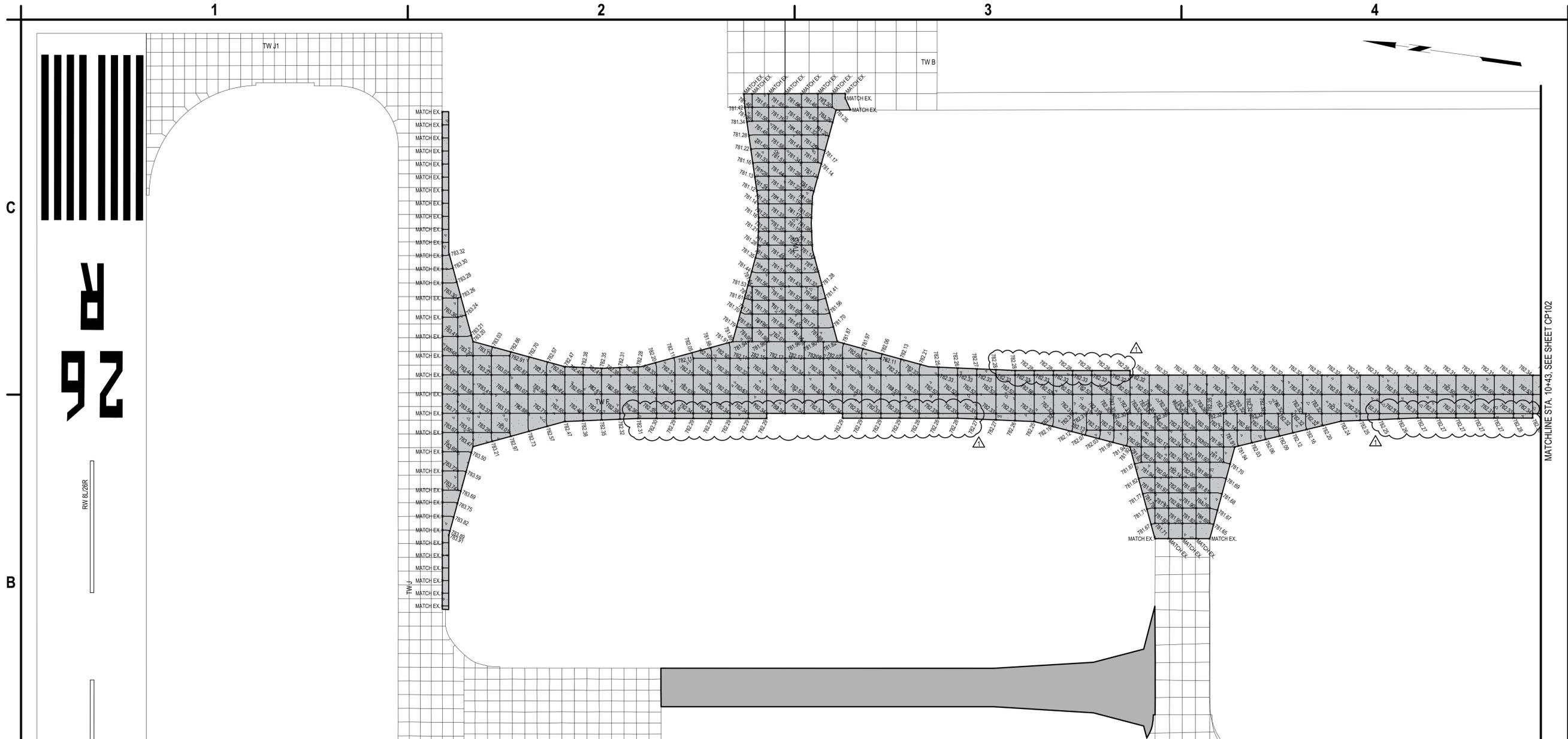
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**PAVEMENT
 ELEVATION PLAN**

CJ101

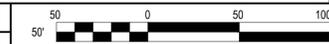
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B1 PAVEMENT ELEVATION PLAN

SCALE: 1" = 50'



	POINT ELEVATION
	PROPOSED CEMENT CONCRETE PAVEMENT
	PROPOSED TEMPORARY ASPHALT PAVEMENT

A2 LEGEND
 SCALE: NOT TO SCALE

1. SEE CS SERIES SHEETS FOR GEOMETRY LAYOUT.
2. SEE CP SERIES FOR JOINT LAYOUT PLAN.

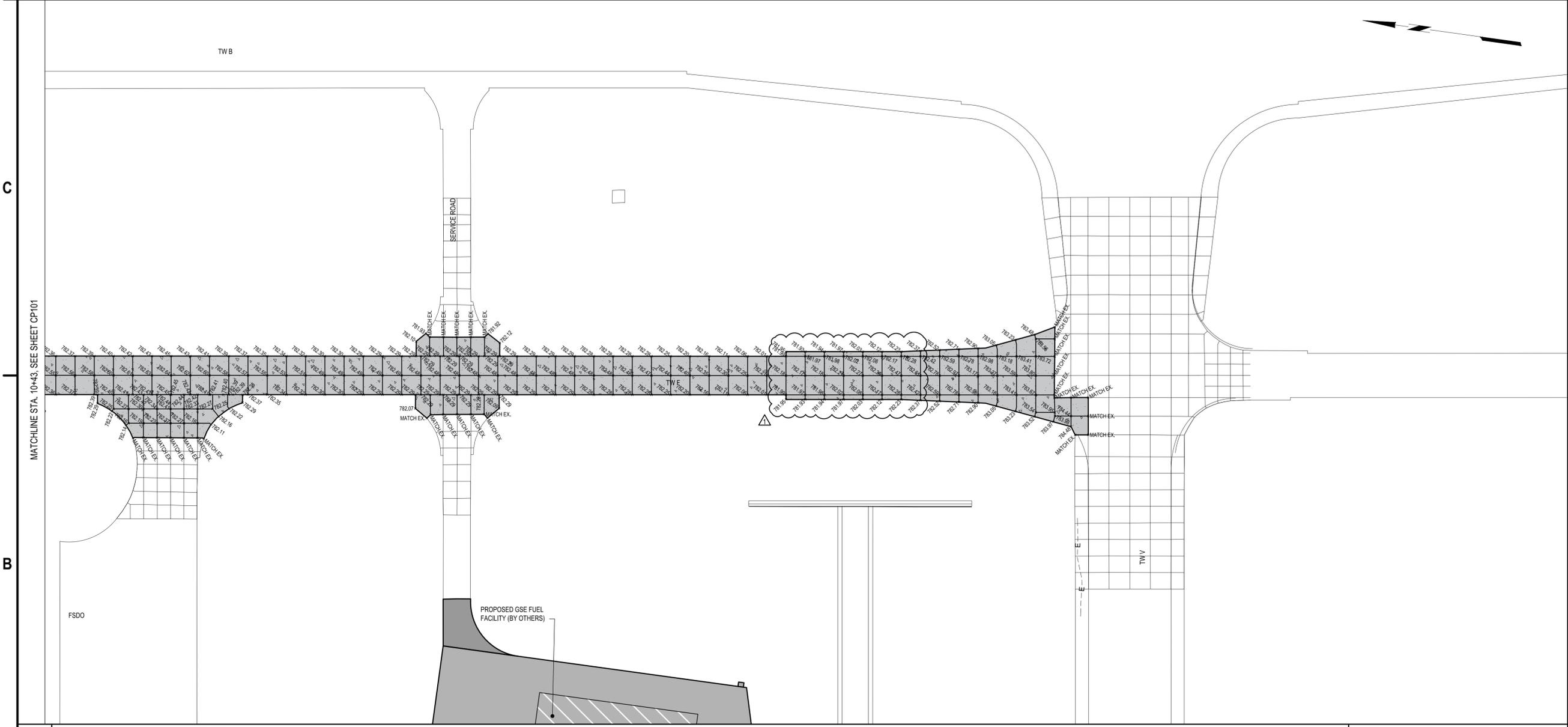
A3 SHEET NOTES
 SCALE: NOT TO SCALE

1

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3

4



B1 PAVEMENT ELEVATION PLAN
SCALE: 1" = 50'



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A2 LEGEND
SCALE: NOT TO SCALE

POINT ELEVATION
 PROPOSED CEMENT CONCRETE PAVEMENT

A3 SHEET NOTES
SCALE: NOT TO SCALE

- SEE CS SERIES SHEETS FOR GEOMETRY LAYOUT.
- SEE CP SERIES FOR JOINT LAYOUT PLAN.



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PAVEMENT ELEVATION PLAN

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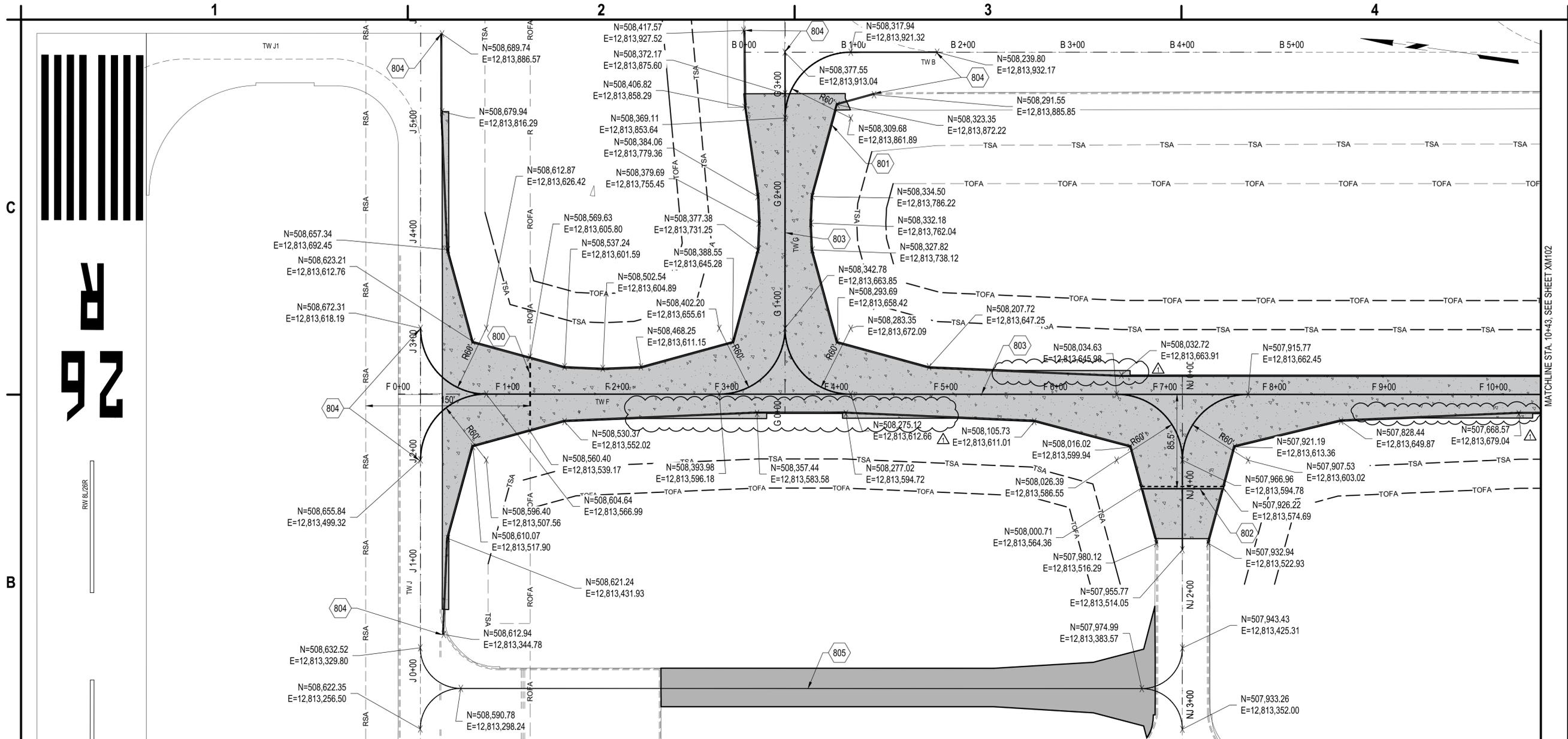
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MARKING PLAN

XM101

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B1 MARKING PLAN

SCALE: 1" = 50'

- 800. INTERMEDIATE HOLDING POSITION MARKING, YELLOW, SEE DETAIL A1/XM501
- 801. CONTINUOUS TAXIWAY EDGE MARKING, YELLOW WITH 6" WIDE BLACK BORDER, ITEM P-620. SEE DETAIL A2/XM501
- 802. NON-MOVEMENT AREA BOUNDARY MARKING, YELLOW, SEE DETAIL A3/XM501
- 803. TAXIWAY CENTERLINE MARKING, 12" WIDE, YELLOW WITH 6" WIDE BLACK BORDER, ITEM P-620, SEE DETAIL A1/XM501
- 804. PROPOSED MARKING TO MEET EXISTING MARKING
- 805. TEMPORARY TAXILANE CENTERLINE MARKING 6-INCH WIDE, MARKING SHALL BE REMOVED AT THE COMPLETION OF THE PROJECT (BY OTHERS)

A1 KEYED NOTES

SCALE: NOT TO SCALE

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 AIRPORT GRAND RAPIDS, MI**

MARK	DATE	DESCRIPTION
△	3/6/2026	ADDENDUM NO.1

REVISIONS	
PROJECT NO:	K19.031.001 & K19.031.002
DATE:	FEBRUARY 2026
DRAWN BY:	B. BUCKINGHAM
DESIGNED BY:	T.J. CORCORAN
CHECKED BY:	K.J. JOST

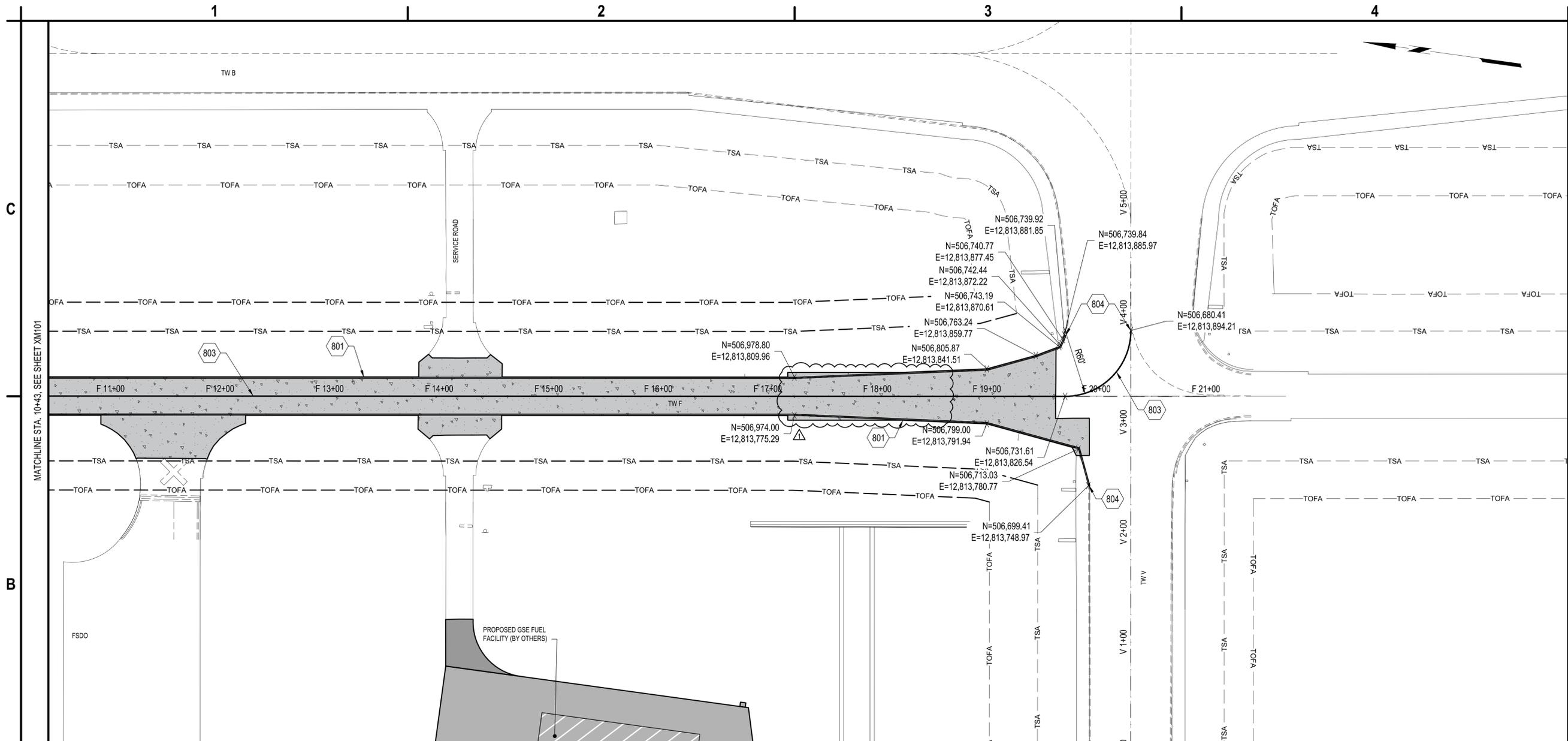
CONTRACTOR SHALL VERIFY ALL CONDITIONS ON JOB SITE AND NOTIFY THE OWNER OF ANY VARIATIONS FROM DIMENSIONS SHOWN ON THESE DRAWINGS BEFORE PROCEEDING WITH ANY CONSTRUCTION.

MARKING PLAN

XM102

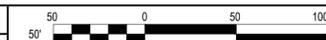
SHEET NO. 37 OF 64

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B1 MARKING PLAN

SCALE: 1" = 50'



- 801. CONTINUOUS TAXIWAY EDGE MARKING, YELLOW WITH 6" WIDE BLACK BORDER, ITEM P-620. SEE DETAIL A2/XM501
- 803. TAXIWAY CENTERLINE MARKING, 12" WIDE, YELLOW WITH 6" WIDE BLACK BORDER, ITEM P-620. SEE DETAIL A1/XM501
- 804. PROPOSED MARKING TO MEET EXISTING MARKING

A1 KEYED NOTES

SCALE: NOT TO SCALE

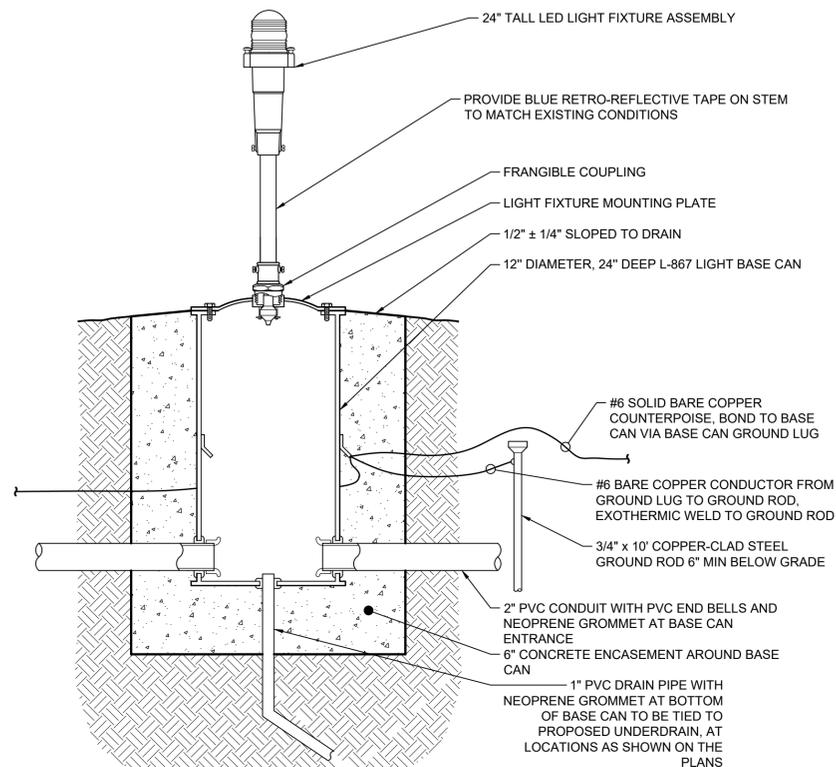
Mar 10, 2025 - 11:27am
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1 2 3 4

C

B

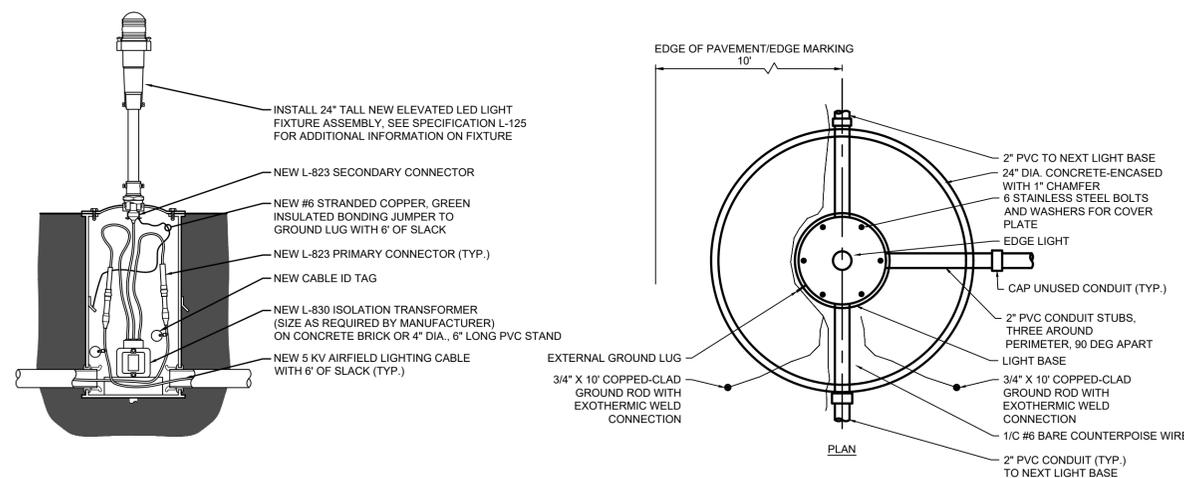
A



ELEVATED TAXIWAY LIGHT NOTES:

1. FIXTURE STEMS SHALL BE PROVIDED WITH RETRO-REFLECTIVE TAPE, TO MATCH EXISTING FIXTURES.
2. PROVIDE ALL NEW HARDWARE.
3. USE ANTI-SEIZE COMPOUND ON ALL BOLTS.
4. EXISTING FIXTURE ASSEMBLIES, BASE CANS, AND TRANSFORMERS THAT ARE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. IF AIRPORT ELECTS NOT TO KEEP THEM, CONTRACTOR SHALL PROPERLY REMOVE OFF SITE.
5. EXISTING WIRING THAT IS REMOVED SHALL BE DISPOSED OFF SITE.
6. NEW LED LIGHTING SHALL NOT HAVE ARCTIC KITS.

1 PROPOSED ELEVATED TAXIWAY EDGE LIGHT IN TURF DETAIL
 SCALE: N.T.S.



2 ELEVATED LIGHT FIXTURE ELECTRICAL CONNECTIONS DETAILS
 SCALE: N.T.S.

ELEVATED FIXTURE SCHEDULE			
DESCRIPTION	FIXTURE TYPE	MOUNTING TYPE	FIXTURE MOUNTING HEIGHT
TAXIWAY EDGE LIGHT	L-861(L)	BASE	24'

C

B

A

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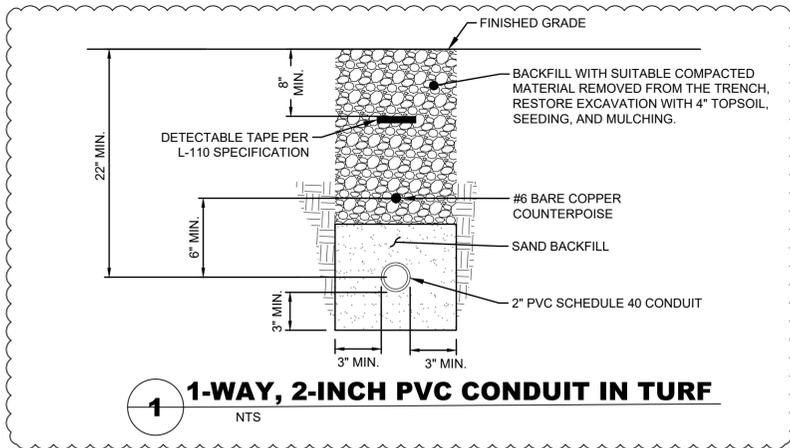
REVISIONS

PROJECT NO:	K19.031.001
DATE:	FEBRUARY 2026
DRAWN BY:	A. ALZAMLI
DESIGNED BY:	A. RAHMAN
CHECKED BY:	E. ESSOF

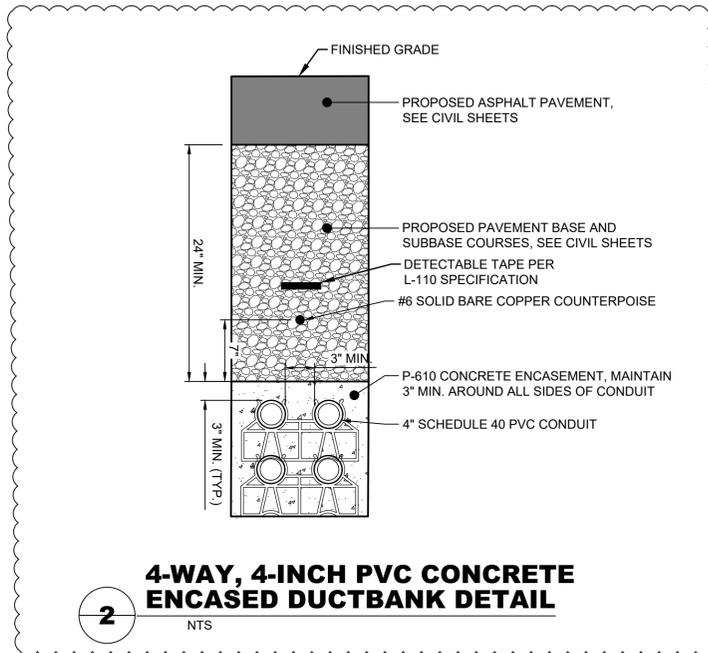
GENERAL ELECTRICAL DETAILS

E302

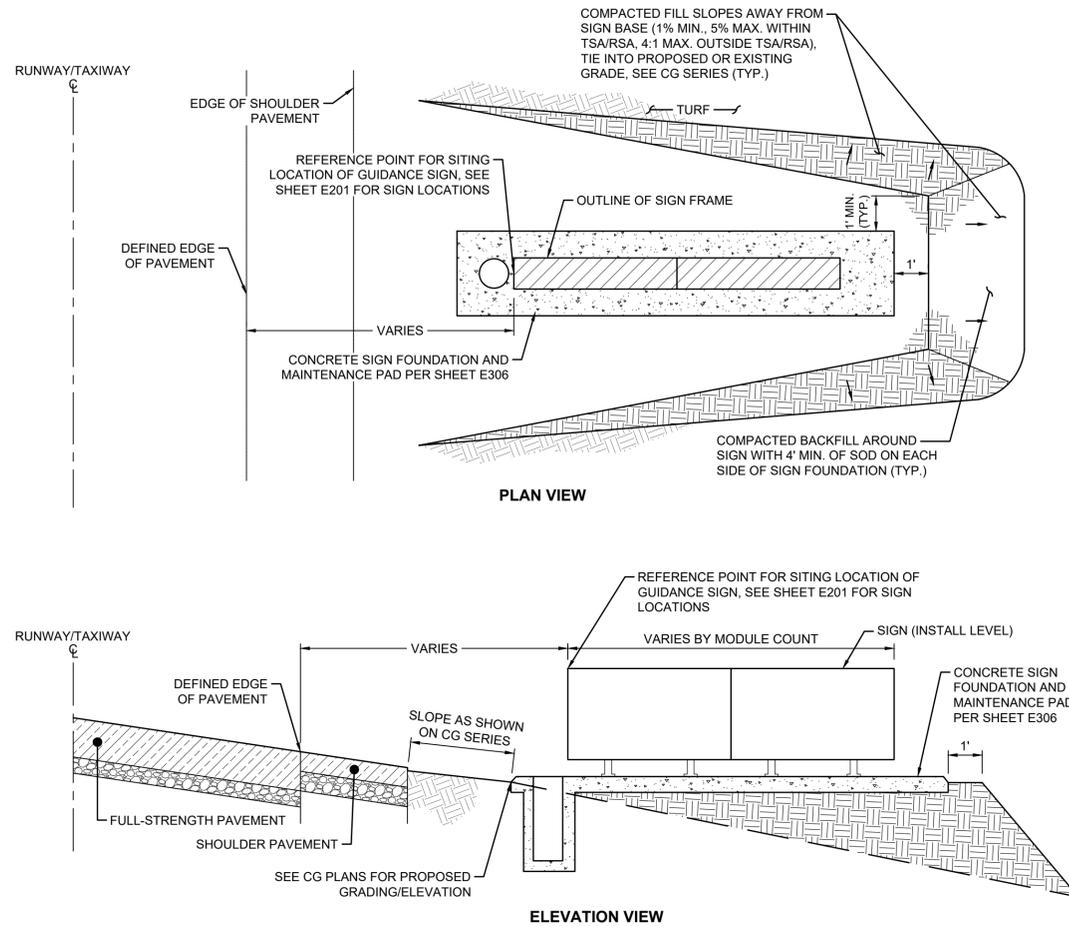
SHEET NO. 58 OF 64



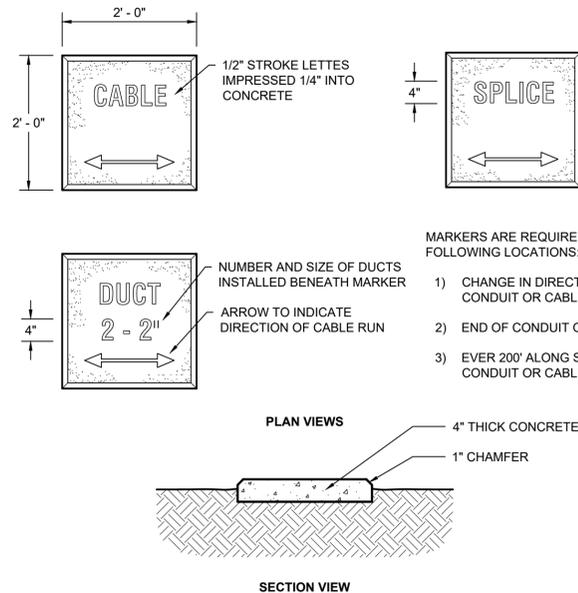
1 1-WAY, 2-INCH PVC CONDUIT IN TURF
NTS



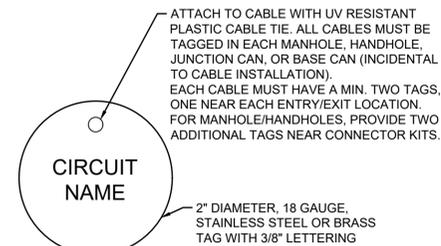
2 4-WAY, 4-INCH PVC CONCRETE ENCASED DUCTBANK DETAIL
NTS



3 AIRFIELD SIGN GRADING AND FILL DETAIL
NTS



4 DUCT BANK AND CABLE MARKER DETAIL
NTS



CABLE ID TAG NOTES:
1. COORDINATE CIRCUIT NAMING CONVENTION OF CABLE IDENTIFICATION TAGS, ALONG WITH SIZE OF CABLE IDENTIFICATION TAGS, WITH OWNER PRIOR TO ORDERING AND INSTALLING CABLE IDENTIFICATION TAGS.

5 CABLE ID TAG
NTS

CONDUIT AND DUCT NOTES:

1. THE MINIMUM DISTANCE BETWEEN TOP OF CONDUIT IN DUCT BANK AND COUNTERPOISE SHALL BE 4".
2. GRADING, SODDING, AREA RESTORATION, AND DEWATERING FOR THE INSTALLATION OF BASE CANS, MANHOLES, DUCT BANKS OR CONDUITS IS INCIDENTAL TO THE RESPECTIVE PAY ITEM. THE CONTRACTOR SHALL BE RESPONSIBLE TO PAY FOR AND OBTAIN ANY AND ALL PERMITS REQUIRED FOR DEWATERING.
3. THE P-610 CONCRETE AROUND CONDUITS, DUCTS AND BASE CANS SHALL BE COMPLETELY CONSOLIDATED BY MECHANICAL MEANS AND SHALL BE FREE OF ANY VOIDS.
4. ALL DUCTS SHALL BE SECURELY FASTENED IN PLACE DURING CONSTRUCTION AND PROGRESS OF THE WORK AND SHALL BE PLUGGED TO PREVENT SEEPAGE OF GROUT, WATER OR DIRT. ANY DUCT SECTION HAVING A DEFECTIVE JOINT SHALL NOT BE INSTALLED. DUCTS SHALL BE SUPPORTED AND SPACED APART USING APPROVED SPACERS AT INTERVALS NOT TO EXCEED 5 FEET.
5. ALL LOOSE MATERIAL SHALL BE REMOVED FROM ALL EXCAVATIONS FOR ELECTRICAL EQUIPMENT, RACEWAYS, MANHOLES, PADS, ETC. THE BOTTOM OF THE EXCAVATION SHALL BE COMPACTED TO 95% COMPACTION IN ACCORDANCE WITH ASTM D1557 PRIOR TO THE INSTALLATION OF THE ELECTRICAL ITEM AND BACKFILL.
6. THE CONTRACTOR SHALL INSTALL A NYLON PULL WIRE IN EACH UNUSED DUCT OR CONDUIT INSTALLED AND PLUG OR CAP THE DUCT. THE WIRE SHALL BE SECURELY ATTACHED TO THE PLUG/CAP AT EACH END OF THE DUCT OR CONDUIT. NEW PULL WIRES SHALL BE INSTALLED IN EACH UNUSED DUCT OR CONDUIT IN DUCT BANK EXTENSIONS.
7. ALL CONDUITS, DUCT AND DUCT BANKS SHOWN AS CONCRETE-ENCASED SHALL ENCASED IN P-610 CONCRETE COMPRESSIVE STRENGTH, WITH NOT LESS THAN 3" OF COVER AROUND ALL SIDES.
8. ALL CONDUITS AND DUCTS INSTALLED UNDER FULL-STRENGTH (STRUCTURAL) PAVEMENT SHALL BE CONCRETE-ENCASED. EXTEND CONCRETE ENCASEMENT 5' BEYOND EDGE OF STRUCTURAL PAVEMENT UNLESS OTHERWISE NOTED.



RS&H Michigan, Inc.
436 S. MAIN STREET
PLYMOUTH, MICHIGAN 48170
PH: 734-456-7069
FAX: 1-800-464-4358
www.rsandh.com



TAXIWAY F&G RECONSTRUCTION (NORTH OF TAXIWAY V, 1,950' X 36'); TAXIWAY F&G AIRFIELD LIGHTING REPLACEMENT GERALD R. FORD INTERNATIONAL AIRPORT GRAND RAPIDS, MI

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DESIGNED BY: A. RAHMAN		
CHECKED BY: E. ESSOF		

GENERAL ELECTRICAL DETAILS

E305