



TO: Vendors

FROM: AJ Nye – Procurement Specialist

Subject: BID 2606 Addendum 1 – Revisions and Supplemental Information

Date: 3/9/2026

The Gerald R. Ford International Airport Authority issues Addendum 1 for BID 2606. This addendum addresses:

- Q&A List Provided
- Graphics Package Provided
- Revised Sheets 0.01, 4.01, 4.05 Provided

1. Can the signs be hardwood instead of a different material or is that up to the designers discretion?
 - a. We are open to alternative materials. Please include shop drawings in submission.
2. Can the propeller case be anchored or bolted to the floor?
 - a. Yes. The cases and people displays must be anchored not deeper 2.5".
3. Where should trucks park to unload project materials?
 - a. Any deliveries can be taken at the commercial lane. Trucks will be allowed to pick up and drop off materials. However, once loading/un-loading is completed, the vehicle must park in a lot.
4. Is there a freight elevator?
 - a. No, just the public passenger elevator in the Grand Hall.
5. Is the airport providing the IT hardware or just the software?
 - a. No. The fabricator will provide and install AV Hardware and the "shroud" that will cover the monitor. The owner will provide the software for installation by the fabricator.
6. Could you please specify the type of existing wall-mounted equipment you wish to have relocated in detail and outline the scope of work involved in its relocation?
 - a. Defibulator and signage to be moved from it's current location shown on drawing 1-2.01 to the new location to the right as shown on same drawing.
7. There are two GR3 Codes in the graphic matrix (1) noted as wallpaper and (1) noted as Interpretive Graphic. It is not clear to us in the drawing what specific graphics are considered Interpretive graphics and specified as CONTROL- TAC VINYL W/ APPLIED UV LUSTRE LAMINATE AND WRAPPED EDGES ON 0.06" TH AL SIGNBLANK. Can you outline these graphics so we can confirm?
 - a. Riggs-Ward will issue a new drawing 0.01 to clarify changes.
8. Can we use Medex instead of MDF for direct printing? Medex is engineered for high moisture resistance, is denser, and has a very smooth surface, making it excellent for painting and direct printing over MDF.
 - a. Yes.
9. Does the wing currently possess mounting hardware for hanging and connection? We are assuming that ceiling tiles are removed to facilitate easy access to the structure above, correct?
 - a. The wing does not currently posses moutning hardware. Details for mounting are shown on drawing 4.02. Ceiling tiles will need to be removed, modified, and replaced as part of this contract.
10. Does the mount for the propeller already exist, or does it need to be purchased or fabricated?
 - a. Yes the mount will be provided by owner.

[Continued on next page.]

11. To clarify the scope, the RFP indicates that audiovisual production and programming are not included. We wish to confirm that the touchscreen and all associated equipment, including installation, will be supplied by the audiovisual producer. The exhibit provider will only be responsible for producing and installing the monitor shroud. Is this correct?
 - a. [Fabricator will provide the screen, the shroud and computer. Fabricator will be mounting it with owner-provided software. For details, see drawing 4.05](#)
12. The RFP specifies hardwood framing and painting. Is there a particular type of hardwood specified? Since these are painted, is a hardwood surface necessary?
 - a. [See question 1.](#)
13. Does the airport work with a wayfinding partner for their signage, ensuring these signs are consistent with what is currently in the airport? If yes, would it be beneficial for the airport to have their signage company handle production and installation outside of this RFP?
 - a. [The existing signs were installed by Universal Sign Inc.](#)
14. Could you please provide the dimensions of the propeller? Upon reviewing the specifications of a Meyvaert standard case, the measurements are 86.6 inches in height and 27.5 inches in square dimensions. The design drawings indicate that the glass height is 8 feet 9 inches. This suggests that a custom case may be required, potentially involving thicker glass, which would entail a significant additional cost. We seek to confirm the propeller dimensions and their accuracy to determine whether the propeller will fit within a standard case or if a custom case must be manufactured.
 - a. [The size of the artifact is unique and therefore a custom case is required.](#)
15. Please clarify whether changes to the electrical power are to be provided by the fabricator?
 - a. [See revised drawings 4.01 and 4.05 for more details.](#)
16. Will electronic files be provided by the fabricator for the production of any and all graphics?
 - a. [Yes.](#)
17. Can the current graphics package be provided?
 - a. [Yes. Included in Addendum 1.](#)

GRAPHIC TYPES

CODE	MANUFACTURER/VENDOR	DESCRIPTION	FINISH	NOTES
GR-1A	CUSTOM	WALL MTD. SEG FABRIC GRAPHIC W/ 1" D ALUMINUM EDGE EXTRUSION		
GR-1B	CUSTOM	WALL MTD. SEG FABRIC GRAPHIC W/ 1" D ALUMINUM EDGE EXTRUSION		W/ BLACK OUT BACKING
GR-2	CUSTOM	2 SIDED, INTERNALLY LIT, SEG FABRIC GRAPHIC W/ 4" D ALUMINUM EDGE EXTRUSION	-	
GR-3	3M	CONTROL- TAC VINYL W/ APPLIED UV LUSTRE LAMINATE AND WRAPPED EDGES ON 0.00" TH AL SIGNBLANK	MATTE	INTERPRETIVE GRAPHIC
GR-3	CUSTOM	ABACO BEACH WALLPAPER WITH MATTE LIQUID LAMINATE	MATTE	WALL PAPER SUPER GRAPHIC
GR-4	CUSTOM	DIRECT PRINT TO MATTE WHITE SIGN BLANK, W/ MATTE LIQUID LAMINATE	MATTE	CASE LABELS
GR-5	CUSTOM	DIRECT PRINT ON 3/4" THICK PAINTED MDF SUBSTRATE	MATTE	INTERPRETIVE GRAPHIC & QR CODE

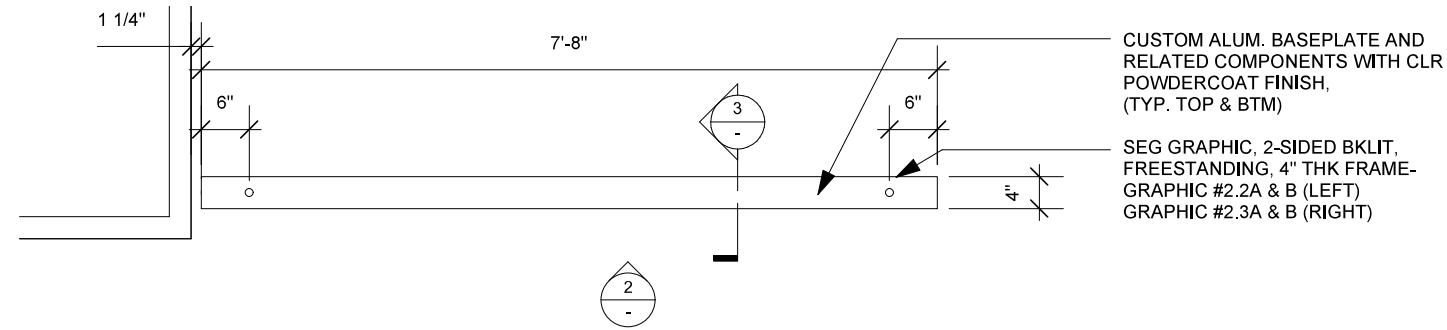
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GRAPHIC SCHEDULE

ID #	LOCATION	DESCRIPTION	TYPE	HT / WD	NOTES
1.1A	1ST FLR DIRECTIONAL	INTRO COLUMN GRAPHIC - FRONT LEFT	GR-5	10" / 43"	
1.1B	1ST FLR DIRECTIONAL	INTRO COLUMN GRAPHIC - FRONT RIGHT	GR-5	10" / 82"	
1.2A	1ST FLR DIRECTIONAL	INTRO COLUMN GRAPHIC - BACK LEFT	GR-5	10" / 82"	
1.2B	1ST FLR DIRECTIONAL	INTRO COLUMN GRAPHIC - BACK RIGHT	GR-5	10" / 43"	
2.1	OBS. DECK ENTRY WALL	FAR LEFT SEG	GR-1A	60" / 78"	
2.2A	OBS. DECK ENTRY WALL	LEFT, 2 SIDED SEG. FRONT (W/ TITLE)	GR-2	82.5" / 92"	
2.2B	OBS. DECK ENTRY WALL	LEFT, 2 SIDED SEG. BACK	GR-2	82.5" / 92"	
2.3A	OBS. DECK ENTRY WALL	RIGHT, 2 SIDED SEG. FRONT	GR-2	82.5" / 92"	
2.3B	OBS. DECK ENTRY WALL	RIGHT, 2 SIDED SEG. BACK	GR-2	82.5" / 92"	
2.4	OBS. DECK ENTRY WALL	FAR RIGHT SEG	GR-1A	60" / 78"	
3.1	OBS. DECK	QUOTE/ MURAL, RT.	GR-1B	70" / 168.5"	W/ EXPOSED DOOR, AND COVERED WINDOW
3.2A	OBS. DECK	SURVEY OF AIRCRAFT TYPES- BACKGROUND	GR-3	109" / 153.75"	
3.2B	OBS. DECK	AIRCRAFT PANEL- TALL (QTY=4)	GR-5	59" / 16"	
3.2C	OBS. DECK	AIRCRAFT PANEL- SHORT (QTY= 4)	GR-5	45" / 16"	
3.3A	OBS. DECK	GRADATED BLUE BACKGROUND BEHIND TOUCH SCREEN INTERACTIVE	GR-3	72" / 155.75"	
3.3B	OBS. DECK	QR CODE PANEL	GR-5	6" / 6"	
3.4	OBS. DECK	BACKGROUND BEHIND AIRPLANE SEATS	GR-3	70" / 296.25"	W/ EXPOSED DOOR, AND WINDOWS
4.1	2ND FLR ATRIUM OVERLOOK	FRAMED PHOTO INTERP. PANEL	GR-5	19" / 21.5"	
5.1	NOT USED		-	-	
6.1	OBS. DECK	BIO PANEL- B. STOUT	GR-5	36" / 24"	
6.2	OBS. DECK	BIO PANEL- ROGER B. CHAFFEE	GR-5	36" / 24"	
6.3	OBS. DECK	BIO PANEL- MILDRED "JANE" (BAESSLER) DOYLE	GR-5	36" / 24"	
6.4	OBS. DECK	BIO PANEL- VIRGIL W. NISHIMURA	GR-5	36" / 24"	
6.5	OBS. DECK	BIO PANEL- PRESIDENT GERALD R. FORD	GR-5	36" / 24"	
6.6	OBS. DECK	BIO PANEL- BERNARD "BERNIE" JEFFERSON	GR-5	36" / 24"	
6.7	OBS. DECK	BIO PANEL- WILLIAM "BILL" LEAR	GR-5	36" / 24"	
6.8	OBS. DECK	THOMAS E. WALSH	GR-5	36" / 24"	
6.9	OBS. DECK	DANIEL WATERS CASSARD	GR-5	36" / 24"	
7.1	OBS. DECK	PROPELLER CASE INTERP. PANEL	GR-4	12" / 24"	SUPPORT INSIDE CASE AT BASE AT 45 DEGREES AT 45 DEGREES

FINISH AND MATERIAL SCHEDULE

CODE	MANUFACTURER / VENDOR	DESCRIPTION	FINISH	NOTES/ APPLICATION
PNT-1	SHERWIN WILLIAMS	SW 7056 RESERVED WHITE	SATIN	BIO PANEL STRUCTURES
PNT-2	SHERWIN WILLIAMS	SW 2119-60 SILVER LINING	SATIN	BACKER PANELS FOR BRONZE PANELS
PC-1	RAL POWDERCOAT	CLEAR ANODIZED FINISH	SATIN	TITLE SIGNAGE HARDWARE & EXHIBIT CASE TRIM
PNL-1	MEDEX			GRAPHIC PANEL SUBSTRATES AND CASE BASE

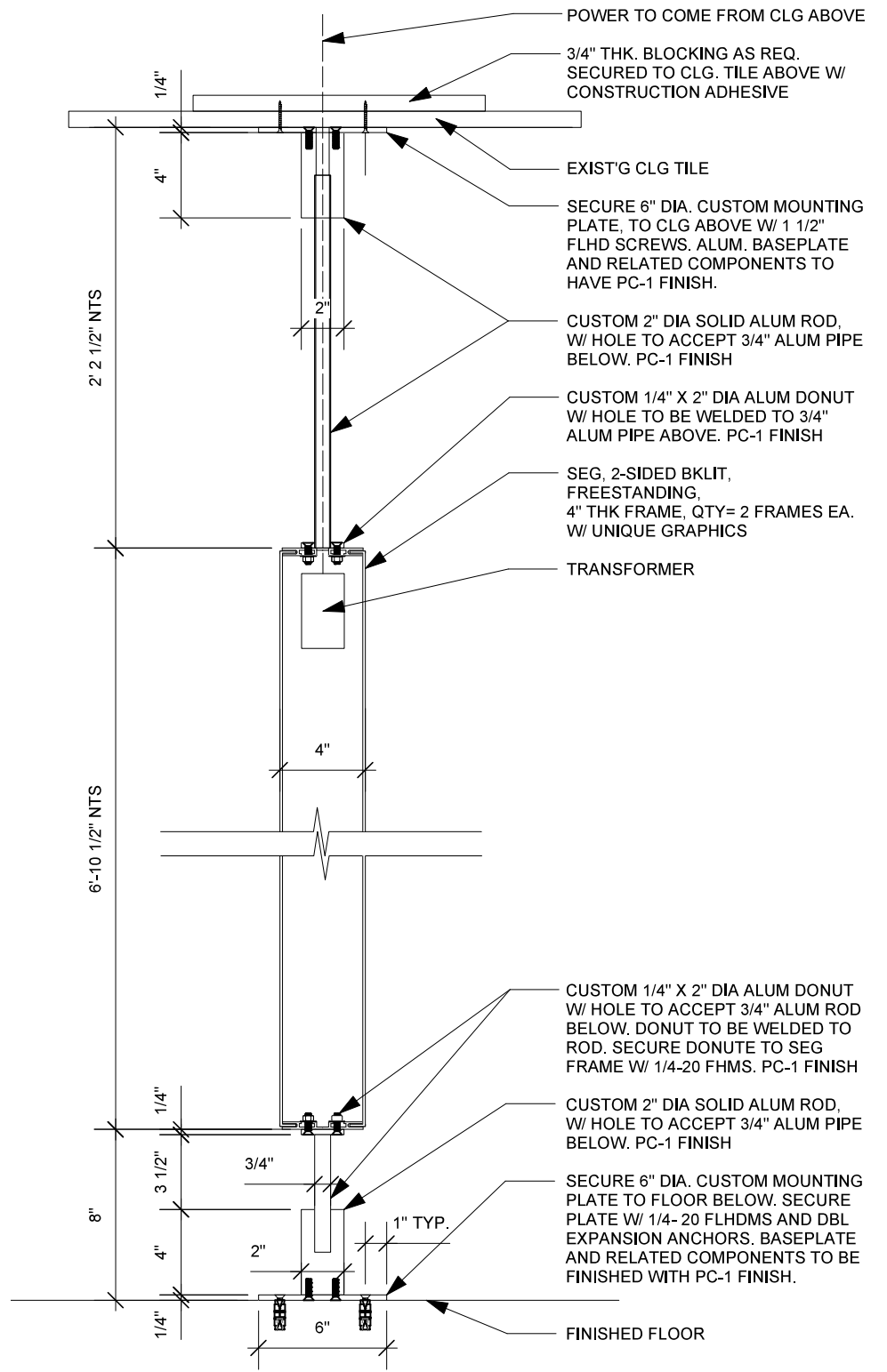


1 PLAN- TITLE SIGNAGE
Scale: 1/2" = 1'-0"

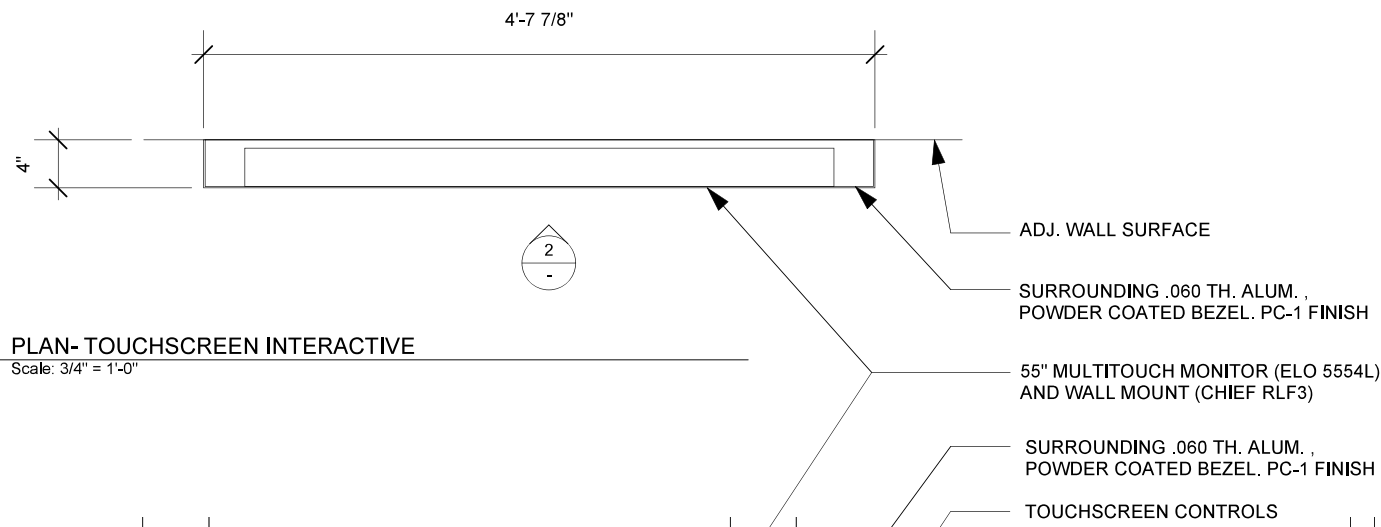


2 ELEVATION- TITLE SIGNAGE
Scale: 1/2" = 1'-0"

GENERAL NOTES:
1. FABRICATOR TO COORDINATE WITH OWNER AND INCLUDE THE COST OF HIRING A LICENSED ELECTRICIAN THAT WILL BE RESPONSIBLE FOR GETTING POWER TO BOTH OF THE SEG GRAPHICS SHOWN ON THIS DRAWING.

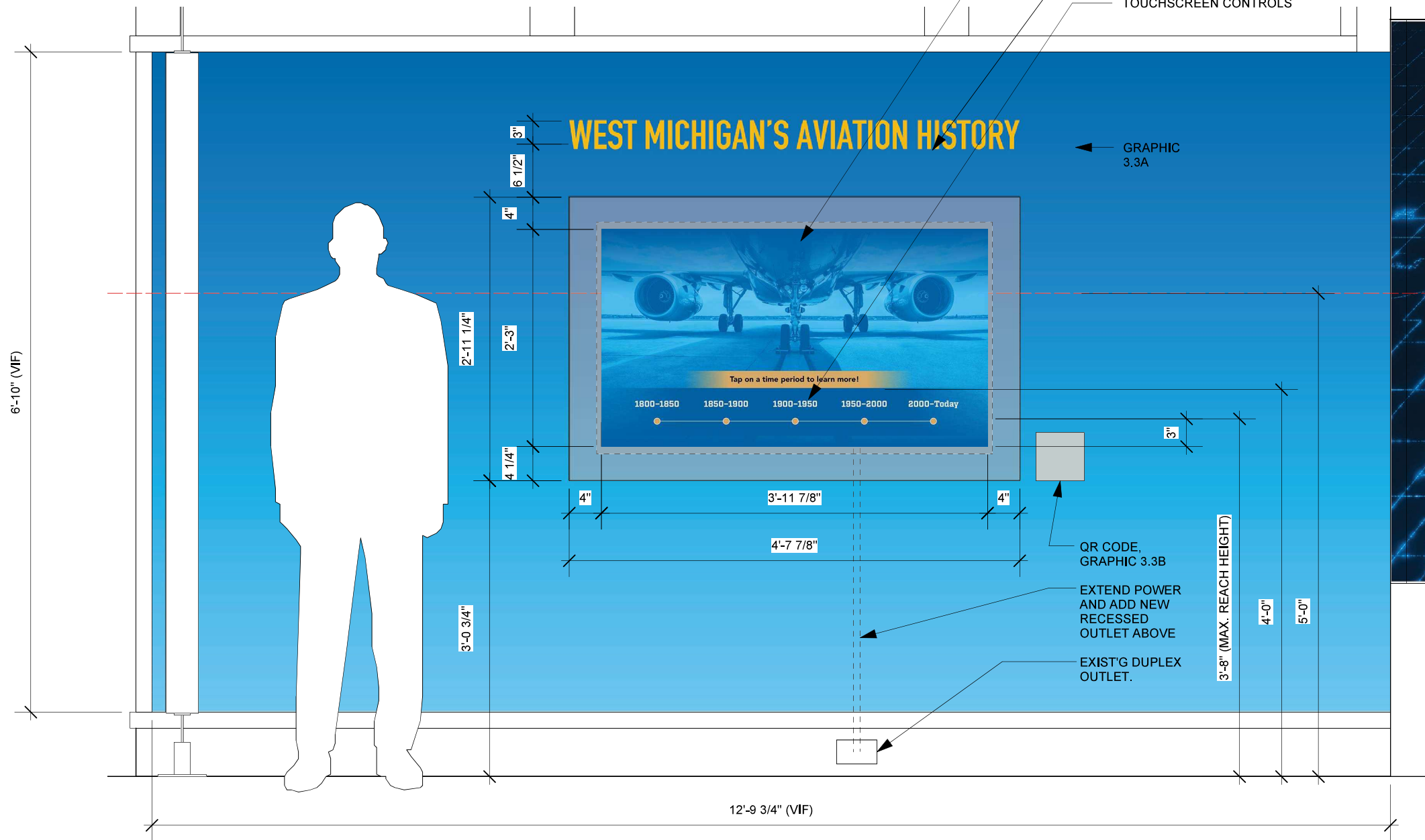


3 SECTION- TITLE SIGNAGE
Scale: 1 1/2" = 1'-0"



1 PLAN- TOUCHSCREEN INTERACTIVE
Scale: 3/4" = 1'-0"

GENERAL NOTES:
1. FABRICATOR TO COORDINATE WITH OWNER AND INCLUDE THE COST OF HIRING A LICENSED ELECTRICIAN THAT WILL BE RESPONSIBLE FOR GETTING POWER TO THE INTERACTIVE MONITOR SHOWN ON THIS DRAWING.



2 ELEVATION- TOUCHSCREEN INTERACTIVE
Scale: 3/4" = 1'-0"

CD 100% REV1 GRAPHICS

GERALD R. FORD INTERNATIONAL AIRPORT

FIRST FLOOR DIRECTIONAL

GR-5



1.1A - 10" x 43"



1.1B - 10" x 82"



1.2B - 10" x 82"



1.2A - 10" x 43"

SEG MURAL

GR-1



G2.1

60" x 78"

SEG MURAL

GR-2



G2.2A (FRONT)



G2.3A (FRONT)

82.5" x 92"

SEG MURAL

GR-2



G2.2B (BACK)



G2.3B (BACK)

82.5" x 92"

SEG MURAL

GR-1



G2.4

60" x 78"

VINYL MURAL

GR-1

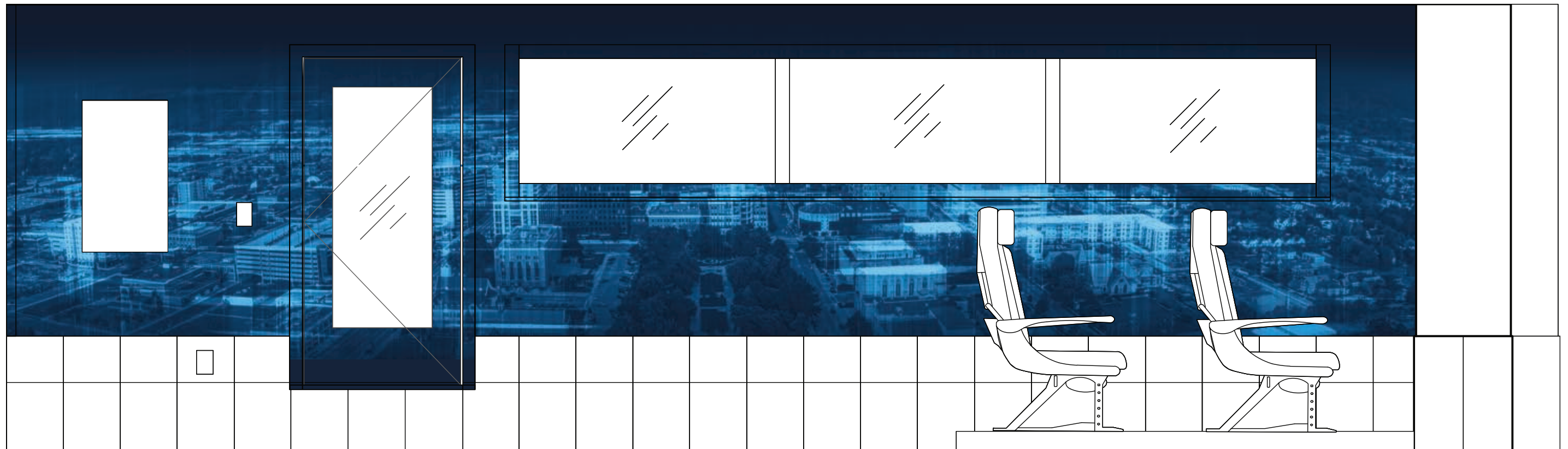


G3.1

86" x 197" NOTE: CITY IMAGE IS GRAND RAPIDS

VINYL MURAL

GR-1



G3.4

86" x 197" NOTE: CITY IMAGE IS KALAMAZOO

SEG MURAL

GR-3

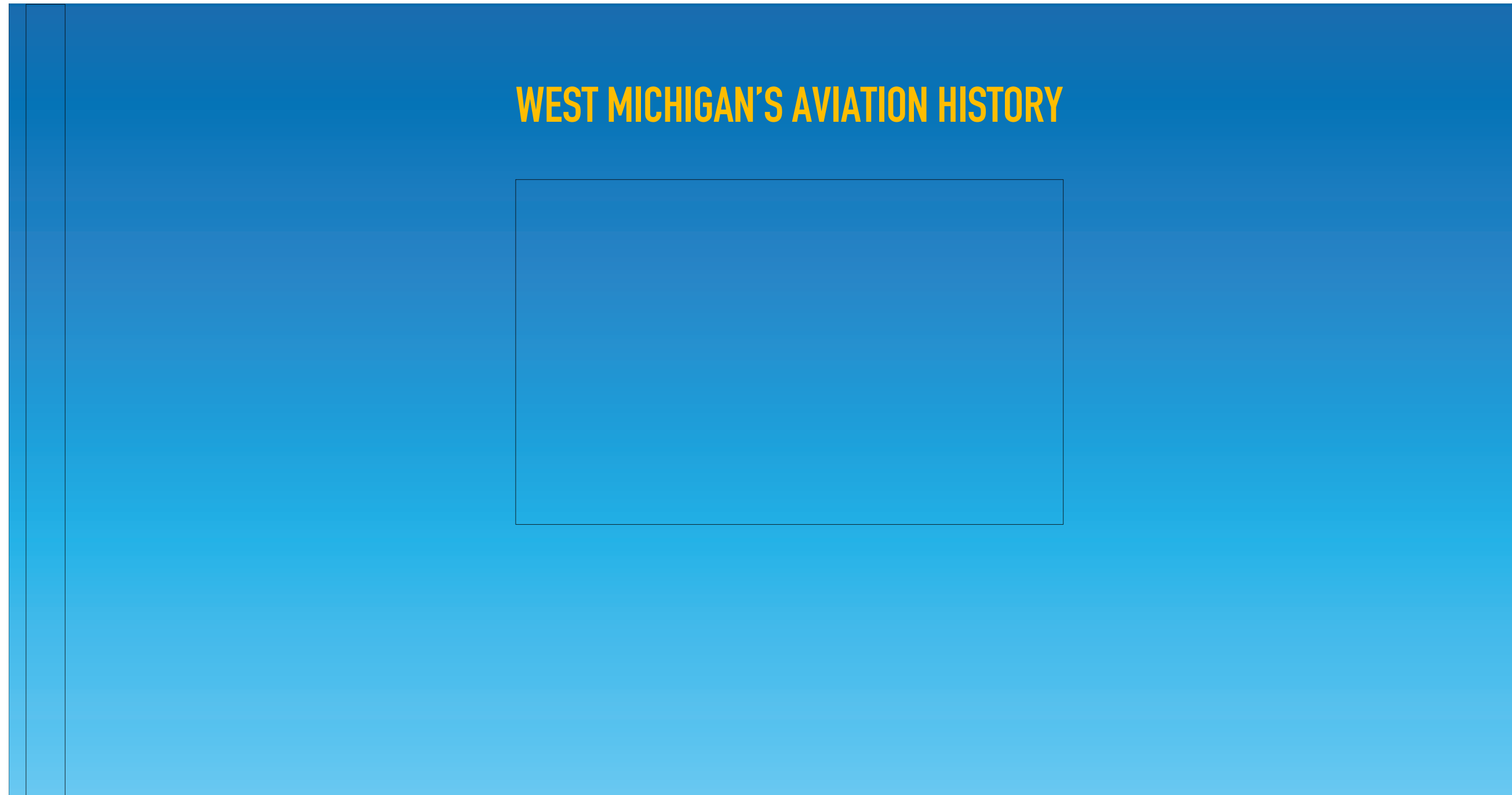


G3.2

108.375" x 155.75"

SEG MURAL

GR-3



G3.3

82" x 155.75"

PHOTOS PANEL

GR-5

THE VIEW FROM 30,000 FEET: KENT COUNTY AIRPORTS RETROSPECTIVE

From rugged fairgrounds to today's elegant facilities at the Gerald R. Ford International Airport, these images document the evolution of Kent County's airports over the past century. Witness to Grand Rapids' first successful flights in 1911, the oval racetrack at the Comstock Park Fairgrounds served as Kent County's first airfield. The 1920s saw the birth of the county's first purpose-built airport in Paris Township at Madison Avenue and 32 nd Street. Christened Gerald R. Ford International Airport in 1999, the current airport in Cascade Township opened in 1963. We invite you to explore the dynamic landscape of West Michigan aviation from an aircraft's perspective. What changes do you see?

G4.1

21.5" x 19"

BIO PANELS

GR-5

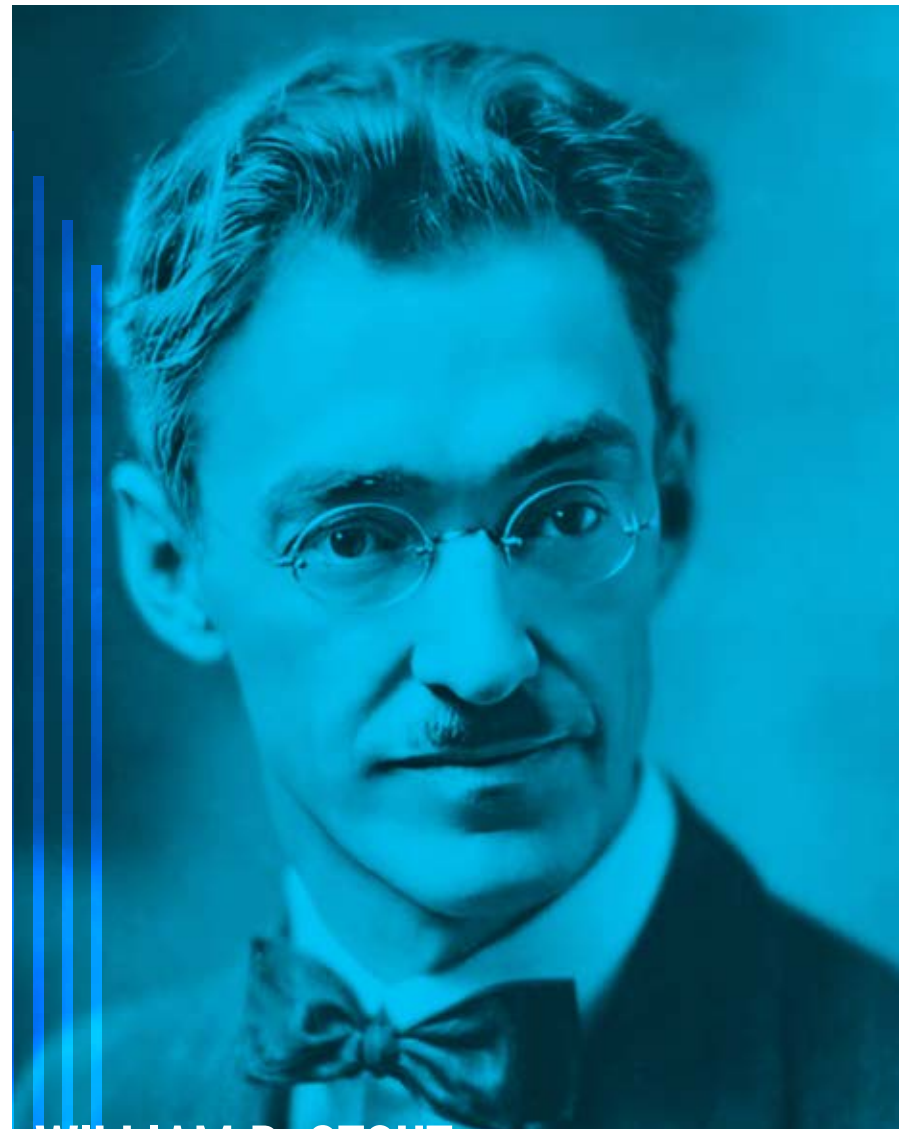


DANIEL WATERS CASSARD

Daniel Waters Cassard (1894–1918) was Grand Rapids' first aviator to lose his life engaged in aerial combat. Part of the American Expeditionary Forces fighting on the Western Front, he belonged to the 147th Aero Squadron, 1st Pursuit Group. Flying a Nieuport biplane, Lt. Cassard was the first Grand Rapids pilot to take down a German aircraft. On July 16, 1918, during the Second Battle of the Marne, he was shot down near Dormans, France, reportedly with a bullet through his heart. Cassard was posthumously awarded France's Croix de Guerre with Palm.

The Grand Rapids Airport was dedicated as the Daniel Waters Cassard Field on July 31, 1926. The community continues to remember the World War I military hero. Cassard Lane provides access to aviation facilities on the Gerald R. Ford International Airport's east side. Unveiled at the 1926 dedication, the original airport boulder and its plaque honoring Cassard are today located outside the American Legion D. W. Cassard Post 208 in neighboring Kentwood.

6.1



WILLIAM B. STOUT

A multifaceted innovator in the nascent automobile and aeronautics industries, William B. Stout (1880-1956) is perhaps best known for designing the Ford Trimotor airplane. Among his many accomplishments, he established America's first regularly scheduled airline. At a February 1926 meeting of the Grand Rapids Engineering Society, William Stout presented his vision for scheduled inter-city passenger air service. Inspired by his idea, local civic leaders promptly raised funds and made improvements to the Grand Rapids airfield in a successful effort to woo the service to the city.

Amidst great ceremony on the afternoon of July 31, 1926, in a Stout-designed airplane christened *Miss Grand Rapids*, Stout Air Services' inaugural flight to Detroit departed the Grand Rapids Airport. It was the first flight of the first continuous regularly scheduled all-passenger air service in the United States.

6.2



THOMAS E. WALSH

The success of today's Gerald R. Ford International Airport stands on the shoulders of Thomas E. Walsh (1898-1988), manager of the Kent County Airport from 1930 until 1957. Known for his charisma and resourcefulness, Walsh pioneered efforts to develop airports and air service in Kent County throughout the mid-twentieth century. His vision and advocacy led to the eventual development and 1963 opening of Kent County's state-of-the-art airport at its present location in Cascade Township. He held leadership roles in numerous aviation, charitable, and civic organizations at both local and national levels.

Thomas Walsh epitomized the self-made person. Shortly after his birth at Ballycastle, County Mayo, Ireland, the Walsh family immigrated to Michigan. Losing his parents while young, Walsh was placed in a Grand Rapids orphanage.

Walsh served in the 32nd Infantry (Red Arrow) Division during World War I. He was awarded a Purple Heart for wounds received in France. Post-service, he returned to Grand Rapids establishing himself in business and county politics before assuming the airport's leadership.

6.3

36" x 24"

BIO PANELS

GR-5



BERNARD JEFFERSON

Born and raised in Grand Rapids, Lt. Lawrence Bernard "Bernie" Jefferson (1918-1991) served as a fighter pilot with the famed Tuskegee Army of World War II. Stationed in Europe, Jefferson flew over 100 flight missions. In August 1944, ahead of the Battle of Toulon in southern France and flying a P-51 Mustang, he eliminated two German radar stations at Toulon Harbor, earning him the Distinguished Flying Cross. Less than three weeks after his actions at Toulon Harbor, Jefferson led his squadron on a dangerous but successful evacuation mission retrieving American airmen shot down over enemy-held Bucharest.

Following a stand-out athletic career at Ottawa Hills High School in Grand Rapids, Jefferson attended Northwestern University. A celebrated star on Northwestern's gridiron, he organized the Chicago Brown Bombers, a Black semipro football team. Post-war he played professionally with the Chicago Rockets. Jefferson went on to serve the Chicago community in a long career as a noted educator and school administrator.

6.4



MILDRED "JANE" (BAESSLER) DOYLE

Grand Rapids native Mildred "Jane" (Baessler) Doyle (1921-2019) earned her private pilot license in 1940 through the Civilian Pilot Training Program offered through Grand Rapids Junior College. She continued to build flight experience with the Civil Air Patrol while attending the University of Michigan. After graduation Doyle was accepted into the Women Airforce Service Pilots (WASP). Successfully completing WASP training, she performed military aircraft test flights at Freeman Army Field in Seymour, Indiana. In 2010 Doyle was a living recipient of the Congressional Gold Medal awarded to the WASP for their World War II service.

WASP was organized in 1943 as a women's civilian pilot organization attached to the United States Army Air Forces. WASP freed male pilots for combat duties during the Second World War by allowing women to fly military aircraft in capacities such as airworthiness testing, ferrying, and training. Only 1,078 women graduated from WASP training. Not until 1977 did WASP members receive military veteran status. Jane Doyle was the last living WASP in Michigan.

6.5



WILLIAM P. LEAR

Before producing the famed Learjet, self-taught engineer William P. "Bill" Lear (1902-1978) brought his radio and aircraft instrument manufacturing business, Lear Avia, Inc. (later Lear, Inc.), to Grand Rapids. Encouraged by Kent County Airport manager Tom Walsh, Lear began manufacturing operations at Grand Rapids in 1943. The airport became home to a large hanger housing Lear's experimental research laboratory. It was in Grand Rapids Lear developed the autopilot and automatic approach systems for the Northrup F-5 fighter airplane for which he was presented the 1949 Collier Trophy, the nation's highest award for aeronautical and space innovations.

Bill Lear personally flight tested his inventions at the Kent County Airport. A skilled aviator, he flew multiple military and civilian aircraft types, often in low visibility and inclement weather, to better understand pilot needs. As faster aircraft developed in the 1940s and 1950s, so did the need for longer runways, and Lear was a staunch proponent for the airport's expansion.

6.6

36" x 24"

BIO PANELS

GR-5



ROGER B. CHAFFEE

Roger B. Chaffee (1935-1967) was Grand Rapids' first astronaut. A successful naval aviator, in 1963 he was one of fourteen men accepted into NASA's third astronaut group. He was chosen alongside Virgil Grissom and Edward White for Apollo 1, the first crewed mission of Project Apollo, the program that would place humans on the moon. During a pre-launch test on January 27, 1967, at the Cape Kennedy Air Force Station (now known as Cape Canaveral), a fire erupted in the command module killing Chaffee and his crew mates. Astronaut Chaffee heroically transmitted emergency messages to the launch control center before succumbing.

Grand Rapids honors the legacy of its hometown hero-astronaut. Shortly after the 1967 tragedy, the downtown planetarium was dedicated in Chaffee's honor. The American Legion Roger B. Chaffee Post 154 is located to the southwest of the city. Roger B. Chaffee Memorial Boulevard is situated on a former runway at the location of Kent County's prior airport. In 2018 a statue of the astronaut was dedicated in front of the Grand Rapids Children's Museum.

6.7



PRESIDENT GERALD R. FORD

In 1999 Kent County International Airport was renamed Gerald R. Ford International Airport in honor of Grand Rapids native son, the 38th President of the United States. Before his vice-presidential appointment in 1973 and succession to the presidency in 1974, the Honorable Gerald R. Ford Jr. (1913-2006) served West Michigan nearly 25 years in the U.S. House of Representatives. During his congressional tenure, Ford was a strong advocate for aviation and for the airport that would later bear his name. On June 6, 1964, Congressman Ford gave the keynote speech at the dedication ceremony of Kent County's new airport.

Following President Ford's death, his body was flown aboard the presidential Boeing 747-200B transport into his namesake airport on January 2, 2007. Gathered at terminal windows overlooking the airfield, passengers and staff clapped in final tribute to their hometown president as the aircraft landed. Ford's casket, as it was deplaned and transferred to the hearse, was met with a 21-gun salute and anthems performed by the marching band of his alma mater, the University of Michigan.

6.8



VIRGIL W. WESTDALE

Virgil W. Nishimura/Westdale (1918-2022) was a well-recognized face at the Gerald R. Ford International Airport from the mid-1990s through the 2000s. Following an accomplished career in scientific research and development, he worked at the airport first for a private security firm and then with the Transportation Security Administration (TSA). He was featured on many local and national television news broadcasts during his airport tenure, and in 2004 he received the national TSA Employee of the Year award. Westdale had distinction as the oldest Transportation Security Officer within the TSA and was aged 91 at his 2009 retirement.

Westdale, whose original surname was Nishimura, was raised on his family's farm in White Pigeon, Michigan. He attended Western Michigan University before his schooling was disrupted by World War II. Nishimura anglicized his surname and joined the Army Air Corps in 1942. He became a commercial flight instructor before he was suddenly transferred to the Japanese American 442nd Regimental Combat Team (RCT). His pilot license was also revoked because of his Japanese heritage. Serving with the 522nd Field Artillery Battalion, Westdale was among the first to liberate a Dachau subcamp. He and members of the 442nd RCT were awarded the Congressional Gold Medal in 2010.

6.9

36" x 24"

CASE LABEL

GR-4

AIRCRAFT PROPELLER. FLOTTORP MANUFACTURING COMPANY.

1920-49.

Wood, metal. 100.5" h by 24" w by 14" d.

Loan from the collection of the Grand Rapids Public Museum.

The Chicago-based Flottorp Manufacturing Company, a producer of wooden airplane propellers, began operations in Grand Rapids, Michigan, in 1917. The manufacturer operated out of the Nelson Matter Furniture Company's warehouse on Lyon Street. The Flottorp facility employed about 300 trained furniture makers during World War I until 1921. Later, Flottorp located its manufacturing plant at the Kent County Airport. The company was sold in the 1950s.



Flottorp Manufacturing Company in Grand Rapids, Michigan, between 1917 and 1921.

Collections of the Grand Rapids Public Museum

HANDLEY PAGE AIRPLANE WING. GRAND RAPIDS AIRPLANE COMPANY.

1917-18.

Wood. 88" h by 201.5" w by 4.5" d.

Loan from the collection of the Grand Rapids Public Museum.

Amid the First World War, thirteen Grand Rapids furniture companies formed the Grand Rapids Airplane Company to manufacture aircraft for the war effort. Prior to the company closing following the war's end in late 1918, the consortium produced the components for 356 complete Handley Page bombers for the Aircraft Production Division of the U.S. Army. This top right outer wing piece for a Handley Page Type O biplane bomber is constructed of western spruce.

G7.1

8" x 24"