

**NOTICE TO BIDDERS  
FOR  
CONSTRUCT TERMINAL APRON PHASE 1A – BID PACKAGE #2  
AT DES MOINES INTERNATIONAL AIRPORT**

Time and Place for Filing Sealed Proposals. Sealed bids for the work comprising each improvement as stated below must be on file before 11:30 a.m. on April 30, 2026 in the office of the Executive Director, Des Moines International Airport, 2<sup>nd</sup> Floor, Room 207, 5800 Fleur, Drive, Des Moines, Iowa, 50321. Bids received after the deadline for submission of bids as stated herein shall not be considered and shall be returned to the late bidder unopened.

Accessibility for Individuals with Disabilities. The Des Moines Airport Authority is pleased to provide accommodations to individuals with disabilities or groups and encourages participation. To better serve you, please notify us at least three business days in advance when possible at 515-256-5100, should special accommodations be required.

Time and Place Sealed Proposals Will be Opened and Considered. Sealed proposals will be opened and bids tabulated April 30, 2026 at 11:30 a.m. in the Board Room, Conference Center, 2<sup>nd</sup> Floor, Des Moines International Airport, 5800 Fleur, Drive, Des Moines, Iowa, 50321, for consideration by the Des Moines Airport Authority Board (Board) at its meeting at 9:00 a.m. on May 12, 2026. The Board may award a Contract at said meeting, or at such other time and place as shall then be announced.

General Nature of Public Improvement

**Construct Terminal Apron Phase 1A – Bid Package #2**

Contract#: 2025-18-20

Construction for the expansion of the Phase 1A PCC Apron pavement installed in 2026, new PCC taxilane connecting the new Phase 1A apron pavement to the existing apron pavement to the southwest, and complete construction of the Taxiway G connector taxiway between Taxiway P and the new Phase 1A apron. PCC thickness for the Phase 1A apron expansion and Taxiway G connector taxiway is 15.5 inches. PCC thickness of the new taxilane is 14.5 inches. Total area of PCC pavement (15.5 inch apron, 14.5 inch taxilane, and 8 – 10 inch shoulder/transition pavement) is 20,300 SY. Project also includes 480 LF of 60 inch x 38 inch arch RCP storm sewer installation, and 395 LF of 15 – 24 inch storm sewer installation. Bid Alternate for the project includes the installation of GPU and PC-Air systems, along with associated electrical and civil improvements, for the two (2) remaining overnight (RON) parking locations. Other construction items includes removal of existing apron pavement, grading, aggregate base, drainable concrete base, airfield lighting and signage, traffic control, and seeding/site restoration.

The Engineer's opinion of probable construction cost for the Work is \$6,400,000 to \$7,000,000.

Commencement of Work. Work on the improvements shall be commenced any time after a written Notice to Proceed is issued and shall be completed as stated below. The Notice to Proceed will be issued after the preconstruction conference, submittal and acceptance of the Contractors Safety Plan Compliance Document, and submittal of all required insurance certifications.

Bid Security and Bonds. Each Bidder shall accompany its bid with bid security as defined in Iowa Code Section 26.8, as security that the successful Bidder will enter into a Contract for the work bid upon and will furnish after the award of Contract corporate Surety Performance and Payment Bond(s), in a form acceptable to the Board, for the faithful performance of the Contract, in an amount equal to one hundred percent (100%) of the amount of the Contract. The Bidder's security shall be in the amount of five (5%) percent of the Bid and shall be in the form of a cashier's check or a certified check drawn on an FDIC insured bank in Iowa or on an FDIC insured bank chartered under the laws of the United States; or a certified share draft drawn on a credit union in Iowa or chartered under the laws of the United States; or a Bid Bond on the form provided in the Contract Documents with corporate Surety satisfactory to the Board. The bid shall contain no condition except as provided in the specifications.

Performance, Payment, and Maintenance Bonds. Each successful Bidder will be required to furnish corporate Surety Bonds in an amount equal to one hundred percent (100%) of its Contract price. Said Bonds shall be issued by a responsible Surety approved by the Des Moines Airport Authority and shall guarantee the faithful performance of the Contract and the terms and conditions therein contained and shall guarantee the prompt payment of all material and labor, and protect and save harmless the Des Moines Airport Authority from claims and damages of any kind caused by the operations of the Contract and shall also guarantee the maintenance of the improvement caused by failures in materials and construction for a period of one (1) year from and after acceptance of the Contract.

Award of Contract. All proposals submitted in accordance with the instructions presented herein will be subject to evaluation. Bids may be held by the Des Moines Airport Authority for a period not to exceed 30 days from the date of the bid opening for the purpose of conducting the bid evaluation. Prospective Bidders are hereby advised that award of contract is contingent upon the Owner receiving Federal funding assistance under the Airport Improvement Program. Awarded Bidder may be required to hold their bid open for a period of up to 120 days following letting.

The Owner will base the award of contract upon the lowest aggregate sum proposal submitted from those bidders the Owner confirms as being responsive and responsible. The right is reserved, as the Des Moines Airport Authority may require, to reject any and all bids and to waive any informality in the bids received.

Contract Documents. A copy of said plans, specifications, and form of contract, and estimated total cost is now on file in the office of the Director of Engineering and Planning and may be examined at the Des Moines International Airport, 2nd Floor, Room 207, 5800 Fleur, Drive, Des Moines, Iowa.

Copies of the Bidding & Contract Documents may be obtained at Beeline and Blue, 2507 Ingersoll Avenue, Des Moines, IA 50312 (515-244-1611 or [www.beelineandblue.com](http://www.beelineandblue.com)), in accordance with the Instructions to Bidders. A record of plan holders will be updated daily and posted on Beeline and Blue's Online Plan room. Documents are available at a cost of fifty dollars (\$50.00), which is refundable, provided the following conditions are met: (1) The Contract Documents are returned complete and in a reusable condition, and (2) they are returned within fourteen (14) calendar days after the award of the project.

Sales Tax. The bidder should not include sales tax in the bid. A sales tax exemption certificate will be available for all material purchased for incorporation in the project.

Federal Provisions: This project is subject to the following Federal provisions, statutes and regulations:

DAVIS BACON REQUIREMENTS: (2 CFR PART 200 APPENDIX II(D))

The Contractor is required to comply with wage and labor provisions and to pay minimum wages in accordance with the current schedule of wage rates established by the United States Department of Labor.

CIVIL RIGHTS – GENERAL – 49 U.S.C. § 47123

In all its activities within the scope of its airport program, the Contractor agrees to comply with pertinent statutes, Executive Orders, and such rules as identified in Title VI List of Pertinent Nondiscrimination Acts and Authorities to ensure that no person shall, on the grounds of race, color, national origin, creed, sex, age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance.

This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.

The above provision binds the Contractor and subcontractors from the bid solicitation period through the completion of the contract.

DISADVANTAGED BUSINESS ENTERPRISE – 49 CFR Part 26: The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. In accordance with 49 CFR Part 26.45, the sponsor has established a contract goal of **0.00%** percent participation for small business concerns owned and controlled by certified socially and economically disadvantaged enterprise (DBE), due to the USDOT's new rule requiring all firms to recertify with the

Iowa DOT. The Iowa DOT has not begun DBE firm reevaluations at this time. DBE firms are encouraged and shall have all opportunities to participate in this contract.

The requirements of 49 CFR Part 26 including any amendments thereto apply to this contract. It is the policy of the Owner to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.

Buy American Certification – 49 USC Part 50101:

The Contractor certifies that its bid/offer is in compliance with 49 U.S.C. § 50101, BABA and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA's Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Airport Sponsor/Owner will reject as nonresponsive any bid or offer that does not include a completed certification of compliance with FAA's Buy American Preference and BABA.

Award of Contract is also subject to the following Federal Provisions. Refer to Supplemental Provision A for entirety of Federal Provisions.

- Access to Records and Reports (Reference: 2 CFR § 200.334, 2 CFR § 200.337, FAA Order 5100.38)
- Civil Rights – Title VI Assurances (49 U.S.C. § 47123, FAA Order 1400.11)
- Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment (Reference: 2 CFR § 200, Appendix II(K); 2 CFR § 200.16)
- Federal Fair Labor Standards Act (Federal Minimum Wage) (Reference: 29 USC § 201, Et Seq.; 2 CFR § 200.430)
- Occupational Safety And Health Act Of 1970 (Reference: 20 CFR Part 1910)
- Right To Inventions. (Reference 2 CFR Part 200 Appendix II(F), and 37 CFR Part 401)
- Seismic Safety (Reference: 49 CFR Part 41)
- Tax Delinquency and Felony Convictions (Reference: Section 8113 of the Consolidated Appropriations Act, 2022; DOT Order 4200.6)
- Trade Restriction Certification (Reference: 49 USC § 50104, and 49 CFR Part 30)

- Veteran's Preference (Reference: 49 USC § 47112(C))
- Domestic Preferences for Procurements (Reference: 2 CFR § 200.322, and 2 CFR Part 200, Appendix II(L))
- Prohibition of Covered Unmanned Aircraft Systems (UAS) (Reference: FAA Reauthorization Act of 2024, Section 936; 49 USC § 44801 note)
- Copeland "Anti-Kickback" Act (Reference: 2 CFR Part 200 Appendix II(D), 29 CFR Parts 3 & 5)
- Davis-Bacon Requirements (2 CFR Part 200, Appendix II(D), 29 CFR Part 5, 49 U.S.C. § 47112(b), 40 U.S.C. §§ 3141-3144, 3146, and 3147)
- Procurement of Recovered Materials (Reference: 2 CFR § 200.323, 2 CFR Part 200, Appendix II(J), 40 CFR Part 247, and 42 U.S.C § 6901, et seq)
- Termination Of Contract (Reference: 2 CFR § 200 Appendix II(B) and FAA Advisory Circular 150/5370-10, Section 80-09))
- Distracted Driving (Reference: Executive Order 13513 and DOT Order 3902.10)
- Debarment And Suspension (Reference: 2 CFR Part 180 (Subpart B), 2 CFR Part 200, Appendix II(H), 2 CFR Part 1200, Dot Order 4200.5, and Executive Orders 12549 and 12689)
- Contract Workhours And Safety Standards Act Requirements (Reference: 2 CFR § 200 Appendix II (E), 29 CFR § 5.5(b)(2), 40 U.S.C. § 3702(c), 40 U.S.C. § 3704)
- Lobbying And Influencing Federal Employees. (Reference: 31 USC § 1352 – Byrd Anti-Lobbying Amendment, 2 CFR Part 200, Appendix II(I), and 49 CFR Part 20, Appendix A)
- Clean Air And Water Pollution Control (Reference: 2 CFR Part 200 Appendix II(G), 42 U.S.C. § 7401, et seq, 33 U.S.C. § 1251, et seq)
- Breach of Contract Terms (Reference 2 CFR § 200 Appendix II(A))

Completion of Work. All construction shall occur during the 2027 construction season. There is one primary construction area for the project. However, because Runway 5/23 must remain operational at the beginning of the project and be reopened to support an Airshow scheduled for May 6–10, the project construction has been divided into subphases (Phase 1A, Phase 1B, and Phase 1C) to accommodate the runway's varying operational status. Phases 1D, 1E, 1F, 1G, 2A, 2B, 2C, and 2D are for additional construction areas beyond primary construction. These phases may not occur until the end of the project.

- **Phase 1A** – Begin Construction. March 22, 2027 – April 6, 2027. Runway 5/23 is open. Staging area off the Runway 23 end is not available during Phase 1A. Phase 1A resumes May 6, 2027 – May 10, 2027 to accommodate an airshow at the airport. A temporary ramp to connect the existing apron pavement to the new apron pavement must also be constructed at the start of Phase 1A. The ramp is necessary to provide fuel truck access to the new apron pavement.

- **Phase 1B** – April 7, 2027 – May 5, 2027. Runway 5/23 is closed as a runway, but open for taxiing between Taxiway P4 and Taxiway P1. Staging area off the Runway 23 end is available during Phase 1B. Staging area must be vacated at the end of Phase 1B to accommodate the reopening of Runway 5/23 at the end of Phase 1A.
- **Phase 1C** – May 11, 2027 – August 27, 2027. Runway 5/23 is closed as a runway, but open for taxiing between Taxiway P4 and Taxiway P1. Staging area off the Runway 23 end is available during Phase 1C. Construction at the primary construction area must be completed by August 27, 2027.
- **Phase 1D** is a subphase for construction at and adjacent to Taxiway P between Deicing Pad N4 and Taxiway P1. Phase 1D includes airfield lighting and pavement markings construction on Taxiway G within the Taxiway P object free area, and taxiway centerline light installation and taxiway centerline marking modifications along Taxiway B between Runway 5/23 and Taxiway P. Sign installation, and existing sign modifications to support taxiway renaming on Taxiway B between Taxiway R and Taxiway P are also part of the Phase 1D scope. Phase 1D has a duration of 30 calendar days, and shall occur at the end of Phase 1C, concurrently with Phase 1C. Phase 1D has the same completion date as Phase 1C, which is August 27, 2027.
- **Phase 1E** is a subphase for the removal of the temporary ramp constructed during Phase 1A. Once the pavement at and adjacent to the relocated VSR road, and pavement markings for the relocated VSR road are complete, the barricades shall be reconfigured to allow fuel truck access on the relocated VSR road. Phase 1E does not have a specified duration; however, the ramp must be removed and proposed PCC pavement at and adjacent to the ramp complete by August 27, 2027.
- **Phase 1F** is a subphase for taxiway centerline marking removal and installation, and installation of new taxiway centerline lights on Taxiway B between the SE side of Taxiway R and the SE side of Runway 5/23, including centerline marking and centerline light installation along Taxiway B centerline on Runway 5/23. Existing sign modifications to support taxiway renaming on Taxiway B between Taxiway R and Taxiway P is also part of the Phase 1F scope. Phase 1F has a duration of 2 calendar days, and shall occur concurrently with Phase 1D.
- **Phase 1G** is a subphase for electrical circuiting modifications adjacent to Taxiway H, NW of the new apron. Phase 1G must occur during a maximum of 2 nighttime airfield closures, between 12:30 am and 4:30 am.
- **Phase 2A** is a subphase for taxiway centerline marking removal and installation, and installation of new taxiway centerline lights, on Taxiway B between the North GA entrance (north of Taxiway B), and Taxiway R. Phase 2A also includes removal and replacement of a sign foundation on the NW side of Taxiway R, SW of the Taxiway R and Taxiway B intersection. Phase 2A has a duration of 5 calendar days, and may not begin until all the Phase 1 subphases are complete.

- **Phase 2B** is a subphase for taxiway centerline marking removal and installation, and installation of new taxiway centerline lights, on Taxiway B between the North GA entrance (north of Taxiway B), and Taxiway D. Phase 2B has a duration of 2 calendar days, and may not begin until Phase 2A is complete.
- **Phase 2C** is a subphase for taxiway centerline marking removal and installation, and installation of new taxiway centerline lights, at the Taxiway B and Taxiway R intersection. Phase 2C must occur during a maximum of 2 nighttime airfield closures, between 12:30 am and 4:30 am. Phase 2C may occur concurrently with Phase 2A, or after Phase 2A and Phase 2B are complete.
- **Phase 2D** is a subphase for the installation of taxiway centerline lights at the Taxiway B and Taxiway D intersection. Phase 2D must occur during a maximum of 2 nighttime airfield closures, between 12:30 am and 4:30 am. Phase 2D may occur concurrently with Phase 2B

A pre-bid conference will be held at 1:00 pm on Monday, April 13, 2026 at the Cloud Room of the Des Moines International Airport, 5800 Fleur Drive. An online option to join the pre-bid conference via Microsoft Teams or conference call will also be available. Bidders wanting to join the meeting via MS Teams, please email a request to [Andrew.Snyder@foth.com](mailto:Andrew.Snyder@foth.com) and an Outlook meeting invite will be returned with link for the virtual meeting. Bidders wanting to join the meeting via conference call (audio only), please call (920) 455-8872 and enter the Conference ID: 278 534 494# when prompted.

The Des Moines Airport Authority reserves the right to reject any or all bids, to waive informalities, and to enter into such contract, or contracts, as it shall deem to be in the best interest of the Authority.

This Notice is given by authority of the Des Moines Airport Authority.

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Bryan Belt,  
Director of Engineering and Planning

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