



CHANGE ORDER NO. 1

**Blair Executive Airport
Runway 13 and Taxiway Extension;
Relocation of County Roads 35 and 38; Taxilanes 1 and 3
AIP Project No. 3-31-0109-025/026/027/028
Olsson Project 025-01994**

Owner: Blair Airport Authority
218 South 16th Street
Blair, NE 68008

Contractor: Paulsen, Inc
P.O. Box 17
1116 East Highway 30
Cozad, NE 69130

The above-named Contractor agrees to make the following change(s) in the plans and/or specifications for the above-designated project:

1. Description of change to be made:

- A. Install NDOT Erosion Control Class 2B in lieu of Class 1D within the ditch bottoms along the new county road relocations.
- B. Site restoration after private utilities (OPPD, COX, and Fastwyre) completed their installations along the new county roadways.
- C. Additional fence to be constructed along Hwy 133 along the newly acquired property for the county road extension.

2. Reason for ordering change:

- A. The exposure of highly erodible soil in large cut and fill areas, coupled with adverse weather conditions and inadequate private utility trench restoration practices, has led to instability within the roadside ditches along the new county road. Replacing the originally specified standard erosion control blanket with a long-term, heavy-duty erosion control mat in these areas will improve slope protection, reduce erosion, and promote long-term ditch stability.
- B. Private utility companies (OPPD, Cox, and Fastwyre) mobilized to the project site on multiple occasions after Paulsen and their subcontractors had graded the ROW areas for utility installation. Repeated utility construction activities and subsequent disturbances within previously completed areas have required Paulsen and their subcontractors to continuously perform additional grading and restoration work along the county roadways. These repeated disturbances, combined with prolonged wet weather conditions, have exacerbated erosion issues and contributed to deterioration of the roadway slopes, ditches, and other disturbed areas. Additional regrading and restoration efforts are necessary to reestablish the intended site conditions and to prepare the site for the installation of the final seeding and erosion control.

- C. Fence alignment along the recently acquired land for the county road relocation was inadvertently missed on the construction drawings. The fence will run along the Highway 133 ROW between the newly constructed County Road 35 and the old County Road 35 intersections with Highway 133.

3. Settlement for the cost of the above described change is to be made as follows:

The following items will have quantities adjusted in the contract.

Item No.	Spec No.	Description	Original Contract Quantity	Change Order No. 1 Quantity	Unit	Bid Price	Decrease/ Increase in Cost
129	NDOT 810	Erosion Control , Class 1D	46,908	36,282	SY	\$ 1.40	\$ (14,876.40)
137	NDOT 910	4-Strand Barbed Wire Fence	5,160	6,760	LF	\$ 10.00	\$ 16,000.00
Difference of							\$ 1,123.60

The following items will be added to the contract.

Item No.	Spec No.	Description	Estimated Quantity	Unit	Change Order Unit Price	Total Amount
CO-1 1000	NDOT- 810	Erosion Control, Class 2B	10,698	SY	\$ 5.04	\$ 53,917.92
CO-1 1001		Skidsteer Loader (site restoration - disturbed by private utilities)	44	hr	\$ 229.00	\$ 10,076.00
CO-1 1002		Dozer (site restoration - disturbed by private utilities)	32	hr	\$ 274.00	\$ 8,768.00
CO-1 1003		Tractor with Cultivator (site restoration - disturbed by private utilities)	24	hr	\$ 214.00	\$ 5,136.00
CO-1 1004		Laborers (3) (site restoration - disturbed by private utilities)	44	hr	\$ 80.00	\$ 3,520.00
Estimated Total						\$ 81,417.92

4. Summary of Costs

Original Contract Amount	\$ 6,947,500.00
Net Increase of this Change Order	\$ 82,541.52
Total of all previous Change Orders	\$ 0.00
Total Increase of all Change Orders to date	\$ 82,541.52
Total New Estimated Contract Costs	\$ 7,030,041.52

5. The noted changes will increase the allowable contract days in Phases 1A, 2, 3, 4A, and 5A. The following table depicts 5 working day increase for each of the referenced phases:

Working Day Allocation		
Phase	Original Contract	Contract + Change Order 1
1A	45	50
2	15	20
3	2	7
4A	50	55
5A	50	55

Recommended by:



Olsson Representative

Project Manager/Engineer

Title

October 6, 2026

Date

Approved by:



Contractor's Authorized Representative



Title

October 6th, 2026

Date

Accepted by:

Owner's Authorized Representative

Title

_____, 2026

Date

NOTE: This change order is not effective until approved in writing by the FAA for federal projects.

Distribution: Sponsor, Contractor, NDOT, FAA, and Engineer