ADDENDUM NO. TWO (2)

REHABILITATE RUNWAY 6-24

ROANOKE-BLACKSBURG AIRPORT
ROANOKE, VIRGINIA

AIP PROJECT NO. 3-51-0049-PENDING
DELTA PROJECT NO. 24072

JUNE 19, 2026

COMMONWEALTH OF VIRGINIA
WILLIAM M. ESCHENFELDER
Lic. No. 045144
PROFESSIONAL ENGINEER
Digitally signed by William M Eschenfelder
Date: 2026.06.19 12:12:42-04'00'

From: Delta Airport Consultants, Inc.
2700 Polo Parkway
Midlothian, VA 23113

To: **All Bidders of Record**

This Addendum is hereby made part of the contract documents and specifications of the above-referenced project. All other requirements of the original specification shall remain in effect in their respective order. **Acknowledge receipt of this addendum by inserting its number and date in the proposal form.**

PROPOSAL

1. The revised Bid Schedule for all three alternates are attached to this Addendum No. Two (2).

SPECIFICATIONS

1. **REVISE** the first sentence of Section M-103-2.1 Lighted Portable (Mobile) Closed Runway Markers to read as follows: "Lighted portable (mobile) closed runway markers shall be furnished by the Contractor. Markers shall be in accordance with AC 150/5345-55, "Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure" and shall be operated and maintained by the Contractor."

2. **DELETE** the second paragraph of Section M-103-2.1 Lighted Portable (Mobile) Closed Runway Markers.

ATTACHMENTS

1. Questions and Answers

2. Revised Bid Schedule

ADDENDUM NO. TWO (2)

END OF ADDENDUM NO. TWO (2)

ATTACHMENT NO. ONE (1)

REHABILITATE RUNWAY 6-24

ROANOKE-BLACKSBURG AIRPORT
LOCATION

QUESTIONS AND ANSWERS

1. QUESTION: Please confirm that the Bid Bond amount is equal to 5% of the Alternate One (1) bid amount only, and not the total "including all alternates."

ANSWER: The Bid Bond amount shall be equal to 5% of the largest alternate.

2. QUESTION: Please clarify whether Item M-103-4.1 Lighted Portable Closed Runway Markers is to be furnished by the owner or the contractor.

ANSWER: Lighted Portable Closed Runway Markers shall be Contractor Furnished. See revision to Item M-103 per Addendum No. Two (2).

3. QUESTION: A question about the crack repairs. Since the repairs call for non-shrink grout which typically requires a 24-hr cure period, what was the assumed plan of attack if the runway must be reopened every morning? There isn't much time to mill, route cracks, clean and fill with grout, pave and stripe. Plus after milling the pavement will be wet which won't help with the cleaning. We have routed and filled cracks prior to milling before, but with 3" needing milled, it isn't really possible to route deep enough to have proper grout depth after milling. We can route approx. 2" deep max. We also have done these repairs a section ahead of the paving where the area was micromilled to a smooth surface, allowing planes to still land on the grout filled crack. Would that be an option?

ANSWER: Traffic will not be allowed on a milled surface. A fast setting non-shrink grout shall be used. As an alternative a crack filler complying with ASTM D6690, Type III shall be used. Examples are Roadsaver 222, W.R. Meadows Sealtight 3405, P&T Products Dura-fill 3405, or equivalents.

ATTACHMENT NO. ONE (1)

4. QUESTION: It appears that only the Alternate 1 bid form has a line item for 16 - P-620 1 LS REFLECTIVE MEDIA. The bid form for Alternate 2 and Alternate 3 do not have a line item for REFLECTIVE MEDIA. Is this intentional?

ANSWER: Reflective media will be required for all final markings on each alternate. Please see revised Bid Proposal Forms per Addendum No. Two (2).

5. QUESTION: The plan set states that all waste shall become property of the contractor and disposed of offsite. Due to the nature of firefighting foams containing PFAS chemicals that are under CERCLA liability, will the owner consider keeping waste or millings on site to avoid the need for testing of airfield millings for contamination and cost for proper disposal of PFAS contaminated materials?

ANSWER: There is no known PFAS contamination within the project area. Should the Contractor elect to perform testing (at their cost) and evidence of PFAS is discovered, the method and cost of disposal will be re-evaluated.

6. QUESTION: Will the owner allow traffic on a micromilled surface, with proper wedges and tie-ins, to accommodate closure constraints given that the spec and milling depth prevent pre-milling crack sealing and restrict overlay before sealant cure? Alternatively, can an adjusted work schedule be provided to allow milling, crack sealing, curing, and paving?

ANSWER: No, traffic will not be allowed on a micromilled surface. The work schedule will remain as stated in the plans.

7. QUESTION: Are there any project areas identified as contaminated with PFAS or will Owner be carrying out testing on the project location and if so how are millings be handled / disposed of if PFAS contamination is identified

ANSWER: There is no known PFAS contamination within the project area.

8. QUESTION: In relation to Bid Items 4 and 5, Joint and Crack Repair Type A and B respectively, is it the intent for these works to be carried out on a nightly basis after Cold Milling and prior to placement of the P-401 Surface Course? Given the limited nighttime working possession, executing the associated routing, cleaning, drying and saw-cutting preparation works as well as the application of Crack Sealant (Type A) and placement P-401(Type B), for unknown quantities, will be very onerous and potential impact completion of works during the limited possession time. There is also time required for the Engineer to inspect the post milled surface to identify any crack repairs required as well as post crack repair work inspection prior to the application of tack coat and P-401 surface.

As such, would the Engineer and Owner give consideration to pre-milling the runway, a length equivalent to two nights scheduled production, to enable sufficient time for joint and crack works to be identified and executed prior to P-401 surface. Alternatively, could the joint and crack areas be identified and carried out prior to the nightly milling and replacement works, i.e. two nights prior to milling and overlay works?

ANSWER: Pre-milling will not be allowed. Joint and crack repair operations will need to be assessed on a nightly basis following milling operations.

9. QUESTION: Could a survey showing the anticipated lengths and locations of the Type A and B joint and crack repairs be provided to enable the Contractor to estimate the amount of joint and crack repairs that may be required on a nightly basis and basis for the Line Item 4 and 5 quantities.

ANSWER: A survey is not available, quantities are estimates only. Actual quantities will be determined in the field. Quantities provided assume crack repair will be needed along the existing longitudinal and transverse paving joints.

10. QUESTION: As per the detail “Temporary Runway Shoulder Overlay Tie-In” on Sheet 31, it states that the maximum drop-off between runway and shoulder is to be 3”. The Mill and Overlay details on Sheet 30 state the overlay thickness is to be minimum 3”, suggesting areas to receive over 3” of new surface layer. There are potentially locations along the runway-shoulder interface, that as per design elevations and construction details, result in exceeding the maximum 3” drop-off between runway and shoulder, as such please could you provide details the Contractor is to construct the works in such a situation to ensure compliance with FAA regulations.

ANSWER: The Contractor shall not exceed a maximum of a three-inch drop off. The detail on Sheet 31 is provided for reference only, the Contractor is responsible for developing a laydown plan based on their means and methods.

11. QUESTION: Note 2 of the Mill and Overlay Pavement Section details on Sheet 30 states that additional 1" scab milling will be incidental to the milling pay item, but the additional asphalt to replace this 1" additional milling will be paid in accordance with the P-401 specification. Given that this potential 1" milling will require an separate and additional milling operation after the completion, and inspection by the RPR, of the profile milled surface, would consideration be given to adding a new Line Item for these additional works and does the Engineer have an estimate of what this additional quantity of milling and P-401 material may be. These quantities would also have to be factored into nightly production requirements.

ANSWER: No additional milling items are proposed. All milling will be paid under Item P-101. Milling is anticipated to reach a sound surface based on core samples.

12. QUESTION: As per Sheet 4, the Contractors Staging Area (CSA) is shown to be airside adjacent to Gate 21. Given the amount of equipment, and back-up equipment, required to execute the project, could an additional / alternative CSA be made available in the location of the Engineers Field Office (EFO)

ANSWER: Limited room is available by the Engineer's Field Office for equipment and materials. There is no airside access from this location. Airside access will remain as shown on the plans.

BID SCHEDULE (Revised)

Date: _____

BID ALTERNATE ONE (1)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES DOLLARS CENTS	EXTENDED TOTAL DOLLARS CENTS
1 C-100	1 LS	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP) _____ _____ PER LUMP SUM		
2 C-105	1 LS	MOBILIZATION _____ _____ PER LUMP SUM		
3 P-101	120 SY	PAVEMENT REMOVAL _____ _____ PER SQUARE YARD		
4 P-101	30,000 LF	JOINT AND CRACK REPAIR (TYPE A) _____ _____ PER LINEAR FOOT		
5 P-101	10,000 LF	JOINT AND CRACK REPAIR (TYPE B) _____ _____ PER LINEAR FOOT		
6 P-101	183,000 SY	COLD MILLING (VARIABLE DEPTH) _____ _____ PER SQUARE YARD		
7 P-152	550 CY	MUCK EXCAVATION _____ _____ PER CUBIC YARD		
8 P-209	50 CY	CRUSHED AGGREGATE BASE COURSE _____ _____ PER CUBIC YARD		
9 P-401	43,600 TN	ASPHALT SURFACE COURSE _____ _____ PER TON		
10 P-603	22,000 GL	EMULSIFIED ASPHALT TACK COAT _____ _____ PER GALLON		

BID SCHEDULE (Revised)

BID ALTERNATE ONE (1)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES DOLLARS CENTS	EXTENDED TOTAL DOLLARS CENTS
11 P-620	6,600 SF	MARKING (INITIAL YELLOW) PER SQUARE FOOT		
12 P-620	6,300 SF	MARKING (PERMANENT YELLOW) PER SQUARE FOOT		
13 P-620	109,000 SF	MARKING (INITIAL WHITE) PER SQUARE FOOT		
14 P-620	104,200 SF	MARKING (PERMANENT WHITE) PER SQUARE FOOT		
15 P-620	30,000 SF	MARKING (PERMANENT BLACK) PER SQUARE FOOT		
16 P-620	1 LS	REFLECTIVE MEDIA PER LUMP SUM		
17 P-621	104,500 SY	GROOVING PER SQUARE YARD		
18 T-901	1 AC	SEEDING PER ACRE		
19 T-905	50 CY	TOPSOIL (FURNISHED OFF THE SITE) PER CUBIC YARD		
20 T-908	1 AC	MULCHING PER ACRE		

BID SCHEDULE (Revised)

BID ALTERNATE ONE (1)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES DOLLARS CENTS	EXTENDED TOTAL DOLLARS CENTS
21 L-108	20,700 LF	NO. 8 AWG, 5KV, L-824 TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT PER LINEAR FOOT		
22 L-108	6,800 LF	NO. 6 AWG SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS PER LINEAR FOOT		
23 L-109	2 UN	INSTALLATION OF EQUIPMENT WITHIN EXISTING VAULT OR PREFABRICATED METAL HOUSING IN PLACE PER UNIT		
24 L-110	5,400 LF	CONCRETE ENCASED ELECTRICAL CONDUIT, 1 WAY - 1" RGS CONDUIT PER LINEAR FOOT		
25 L-110	1,400 LF	CONCRETE ENCASED ELECTRICAL CONDUIT, 1 WAY - 2" RGS CONDUIT PER LINEAR FOOT		
26 L-115	1 EA	IN-PAVEMENT RUNWAY EDGE LIGHT CAN (L-867B) PER EACH		
27 L-115	15 EA	EXISTING ELECTRICAL MANHOLE/JUNCTION STRUCTURE ELEVATION ADJUSTMENT PER EACH		
28 L-125	134 EA	L-860A(L) IN-PAVEMENT RUNWAY CENTERLINE LIGHT PER EACH		
29 L-125	16 EA	ADJUST L-850C IN-PAVEMENT HIRL PER EACH		
30 L-125	26 EA	ADJUST L-861T BASE-MOUNTED MITL PER EACH		

BID SCHEDULE (Revised)

BID ALTERNATE ONE (1)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES DOLLARS CENTS	EXTENDED TOTAL DOLLARS CENTS
31 L-125	73 EA	ADJUST L-862(L) IN-PAVEMENT HIRL PER EACH		
32 M-103	4 EA	LIGHTED PORTABLE CLOSED RUNWAY MARKERS (CONTRACTOR FURNISHED) PER EACH		
33 M-103	1 EA	CLOSED TAXIWAY MARKERS PER EACH		
34 M-107	3,000 LF	AVIATION BARRICADES (CONTRACTOR FURNISHED) PER LINEAR FOOT		
35 M-199	300 TN	VDOT, CLASS 1 RIPRAP PER TON		
36 M-199	300 TN	VDOT, NO. 1 COARSE AGGREGATE PER TON		
37 M-199	200 TN	VDOT, NO. 57 COARSE AGGREGATE PER TON		
38 M-199	200 TN	VDOT, BASE COURSE 21A PER TON		
39 M-199	300 CY	VDOT, SECTION 249, FLOWABLE FILL PER CUBIC YARD		
40 M-199	350 SY	CIVIL ENGINEERING FABRIC PER SQUARE YARD		

BID SCHEDULE (Revised)

BID ALTERNATE ONE (1)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES DOLLARS CENTS	EXTENDED TOTAL DOLLARS CENTS
41 40.SP	1 LS	RUNWAY SURFACE CONDITION SENSORS PER LUMP SUM		
42 41.SP	2 EA	IN-PAVEMENT MANHOLE ADJUSTMENT PER EACH		

Total Bid Amount $ _____

SP-1 Non-AIP Insurance Allowance $ _____

BID SCHEDULE (Revised)

Date: _____

BID ALTERNATE TWO (2)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES DOLLARS CENTS	EXTENDED TOTAL DOLLARS CENTS
1 C-100	1 LS	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP) _____ _____ PER LUMP SUM		
2 C-105	1 LS	MOBILIZATION _____ _____ PER LUMP SUM		
3 P-101	13,000 LF	JOINT AND CRACK REPAIR (TYPE A) _____ _____ PER LINEAR FOOT		
4 P-101	3,300 LF	JOINT AND CRACK REPAIR (TYPE B) _____ _____ PER LINEAR FOOT		
5 P-101	85,000 SY	COLD MILLING (VARIABLE DEPTH) _____ _____ PER SQUARE YARD		
6 P-401	19,000 TN	ASPHALT SURFACE COURSE _____ _____ PER TON		
7 P-603	10,200 GL	EMULSIFIED ASPHALT TACK COAT _____ _____ PER GALLON		
8 P-620	2,150 SF	MARKING (INITIAL YELLOW) _____ _____ PER SQUARE FOOT		
9 P-620	2,000 SF	MARKING (PERMANENT YELLOW) _____ _____ PER SQUARE FOOT		
10 P-620	55,900 SF	MARKING (INITIAL WHITE) _____ _____ PER SQUARE FOOT		

BID SCHEDULE (Revised)

BID ALTERNATE TWO (2)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES DOLLARS CENTS	EXTENDED TOTAL DOLLARS CENTS
11 P-620	53,100 SF	MARKING (PERMANENT WHITE) PER SQUARE FOOT		
12 P-620	13,300 SF	MARKING (PERMANENT BLACK) PER SQUARE FOOT		
13 P-620	1 LS	REFLECTIVE MEDIA PER LUMP SUM		
14 P-621	44,000 SY	GROOVING PER SQUARE YARD		
15 T-901	1 AC	SEEDING PER ACRE		
16 T-905	30 CY	TOPSOIL (FURNISHED OFF THE SITE) PER CUBIC YARD		
17 T-908	1 AC	MULCHING PER ACRE		
18 L-108	2,600 LF	NO. 6 AWG SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS PER LINEAR FOOT		
19 L-109	2 UN	INSTALLATION OF EQUIPMENT WITHIN EXISTING VAULT OR PREFABRICATED METAL HOUSING IN PLACE PER UNIT		
20 L-110	2,600 LF	CONCRETE ENCASED ELECTRICAL CONDUIT, 1 WAY - 1" RGS CONDUIT PER LINEAR FOOT		

BID SCHEDULE (Revised)

BID ALTERNATE TWO (2)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES DOLLARS CENTS	EXTENDED TOTAL DOLLARS CENTS
21 L-115	51 EA	IN-PAVEMENT RUNWAY CENTERLINE CAN (L-868B) WITH COVER PLATE PER EACH		
22 L-115	10 EA	EXISTING ELECTRICAL MANHOLE/JUNCTION STRUCTURE ELEVATION ADJUSTMENT PER EACH		
23 L-125	9 EA	ADJUST L-850C IN-PAVEMENT HIRL PER EACH		
24 L-125	11 EA	ADJUST L-861T BASE-MOUNTED MITL PER EACH		
25 L-125	23 EA	ADJUST L-862(L) IN-PAVEMENT HIRL PER EACH		
26 M-103	4 EA	LIGHTED PORTABLE CLOSED RUNWAY MARKERS (CONTRACTOR FURNISHED) PER EACH		
27 M-103	1 EA	CLOSED TAXIWAY MARKERS PER EACH		
28 M-107	3,000 LF	AVIATION BARRICADES (CONTRACTOR FURNISHED) PER LINEAR FOOT		
29 41.SP	2 EA	IN-PAVEMENT MANHOLE ADJUSTMENT PER EACH		

Total Bid Amount $ _____

SP-1 Non-AIP Insurance Allowance $ _____

BID SCHEDULE (Revised)

Date: _____

BID ALTERNATE THREE (3)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES DOLLARS CENTS	EXTENDED TOTAL DOLLARS CENTS
1 C-100	1 LS	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP) _____ _____ PER LUMP SUM		
2 C-105	1 LS	MOBILIZATION _____ _____ PER LUMP SUM		
3 P-101	7,000 LF	JOINT AND CRACK REPAIR (TYPE A) _____ _____ PER LINEAR FOOT		
4 P-101	2,200 LF	JOINT AND CRACK REPAIR (TYPE B) _____ _____ PER LINEAR FOOT		
5 P-101	45,000 SY	COLD MILLING (VARIABLE DEPTH) _____ _____ PER SQUARE YARD		
6 P-401	10,500 TN	ASPHALT SURFACE COURSE _____ _____ PER TON		
7 P-603	5,400 GL	EMULSIFIED ASPHALT TACK COAT _____ _____ PER GALLON		
8 P-620	300 SF	MARKING (INITIAL YELLOW) _____ _____ PER SQUARE FOOT		
9 P-620	300 SF	MARKING (PERMANENT YELLOW) _____ _____ PER SQUARE FOOT		
10 P-620	46,500 SF	MARKING (INITIAL WHITE) _____ _____ PER SQUARE FOOT		

BID SCHEDULE (Revised)

BID ALTERNATE THREE (3)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES DOLLARS CENTS	EXTENDED TOTAL DOLLARS CENTS
11 P-620	45,100 SF	MARKING (PERMANENT WHITE) PER SQUARE FOOT		
12 P-620	10,500 SF	MARKING (PERMANENT BLACK) PER SQUARE FOOT		
13 P-620	1 LS	REFLECTIVE MEDIA PER LUMP SUM		
14 P-621	24,900 SY	GROOVING PER SQUARE YARD		
15 T-901	1 AC	SEEDING PER ACRE		
16 T-905	20 CY	TOPSOIL (FURNISHED OFF THE SITE) PER CUBIC YARD		
17 T-908	1 AC	MULCHING PER ACRE		
18 L-108	1,500 LF	NO. 6 AWG SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS PER LINEAR FOOT		
19 L-109	2 UN	INSTALLATION OF EQUIPMENT WITHIN EXISTING VAULT OR PREFABRICATED METAL HOUSING IN PLACE PER UNIT		
20 L-110	1,500 LF	NON-ENCASED ELECTRICAL CONDUIT, 1 WAY - 1" RGS CONDUIT PER LINEAR FOOT		

BID SCHEDULE (Revised)

BID ALTERNATE THREE (3)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES DOLLARS CENTS	EXTENDED TOTAL DOLLARS CENTS
21 L-115	30 EA	IN-PAVEMENT RUNWAY CENTERLINE CAN (L-868B) WITH COVER PLATE PER EACH		
22 L-115	2 EA	EXISTING ELECTRICAL MANHOLE/JUNCTION STRUCTURE ELEVATION ADJUSTMENT PER EACH		
23 L-125	2 EA	ADJUST L-850C IN-PAVEMENT HIRL PER EACH		
24 L-125	2 EA	ADJUST L-861T BASE-MOUNTED MITL PER EACH		
25 L-125	16 EA	ADJUST L-862(L) IN-PAVEMENT HIRL PER EACH		
26 M-103	2 EA	LIGHTED PORTABLE CLOSED RUNWAY MARKERS (CONTRACTOR FURNISHED) PER EACH		
27 M-103	1 EA	CLOSED TAXIWAY MARKERS PER EACH		
28 M-107	3,000 LF	AVIATION BARRICADES (CONTRACTOR FURNISHED) PER LINEAR FOOT		
29 41.SP	2 EA	IN-PAVEMENT MANHOLE ADJUSTMENT PER EACH		

Total Bid Amount $ _____

SP-1 Non-AIP Insurance Allowance $ _____