

ADDENDUM NO. TWO (2)

REHABILITATE RUNWAY 6-24

**ROANOKE-BLACKSBURG AIRPORT
ROANOKE, VIRGINIA**

**AIP PROJECT NO. 3-51-0045-PENDING
DELTA PROJECT NO. 24072**

AUGUST 19, 2026

From: Delta Airport Consultants, Inc.
2700 Polo Parkway
Midlothian, Virginia 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.**

PLANS

1. **REVISE** the Alternate 1 Only and Alternate 1 & 2 break line from Station 33+18 to Station 36+00 on Sheet No. 10 and 16.
2. **REVISE** note 2 of the "MILL AND OVERLAY PAVEMENT SECTION (VARIABLE DETH)" detail on sheet 31 of 59 to read "IF SCABBING IS ENCOUNTERED, AN ADDITIONAL 1" OF MILLING MAY BE NECESSARY. ADDITIONAL MILLING SHALL BE PAID UNDER THE COLD MILLING (VARIABLE DEPTH) PAY ITEM. ADDITIONAL ASPHALT SHALL BE PAID IN ACCORDANCE WITH THE P-401 SPECIFICATION. ALL ADDITIONAL MILLING WILL BE COORDINATED IN THE FIELD WITH THE RPR AND/OR ENGINEER PRIOR TO COMPLETING THE ADDITIONAL MILLING."
3. **REVISE** note 1 of the "MILL AND OVERLAY PAVEMENT SECTION (3" NOMINAL)" detail on sheet 31 of 59 to read "IF SCABBING IS ENCOUNTERED, AN ADDITIONAL 1" OF MILLING MAY BE NECESSARY. ADDITIONAL MILLING SHALL BE PAID UNDER THE COLD MILLING (VARIABLE DEPTH) PAY ITEM. ADDITIONAL ASPHALT SHALL BE PAID IN ACCORDANCE WITH THE P-401 SPECIFICATION. ALL ADDITIONAL MILLING WILL BE COORDINATED IN THE FIELD WITH THE RPR AND/OR ENGINEER PRIOR TO COMPLETING THE ADDITIONAL MILLING."

ADDENDUM NO. TWO (2)

ATTACHMENTS

1. Questions and Answers
2. Revised Bid Schedule

END OF ADDENDUM NO. TWO (2)

ATTACHMENT NO. ONE (1)

REHABILITATE RUNWAY 6-24

**ROANOKE-BLACKSBURG AIRPORT
ROANOKE, VA**

QUESTIONS AND ANSWERS

- 1. QUESTION:** Will the use of an asphalt index for price adjustments be allowed?

ANSWER: No.
- 2. QUESTION:** If Alternate 1 is awarded, will final grooving be required after Year 1 as well as Year 2 or just in Year 2?

ANSWER: It will be required in Year 1 and Year 2.
- 3. QUESTION:** Will there be CAD files available?

ANSWER: Yes, CAD files are available to bid document plan holders. An Electronic File Release Agreement form must be signed prior to receiving CAD files. This form is included in Appendix A of Volume 2 of the Project Manual.
- 4. QUESTION:** When is the anticipated construction start date? Is it the same for all alternates?

ANSWER: The anticipated construction start date is May 15, 2027. This date will be confirmed prior to the award of contract. This is the same for all alternates.
- 5. QUESTION:** What is the ratio of work completed in Year 1 vs Year 2 for Alternate 1?

ANSWER: The anticipated ratio of work based upon available FAA funding for Alternate 1 is:

 1. Year 1: 55%
 2. Year 2: 45% .

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6. QUESTION: What is the deposit cost for SIDA badges?
- ANSWER: As noted in the General Conditions, No. 10 Airport Security, Section A Work Area and Badge, the deposit for a SIDA badge is \$30.00 per badge.
7. QUESTION: Is there concrete under the pavement on the runway?
- ANSWER: As noted in the Preliminary Geotechnical Engineering Report in Appendix C of the Project Manual, no concrete was found in any of the 20 borings. Cement Treated Aggregate (CTA) was found in three of the 20 borings on the Runway 24 end.
8. QUESTION: Is the existing centerline conduit for centerline lights usable?
- ANSWER: It is anticipated that the existing conduit will be unusable and provisions have been included to install new conduit. If, upon further investigation by the Contractor, the conduit is found to be in acceptable condition, the Contractor may request the use of the existing conduit. The use of the existing conduit is subject to review and approval by the Engineer.
9. 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.
10. 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.

ATTACHMENT NO. ONE (1)

11. QUESTION: On Sheet 43 in the Taxiway A Radius there is a box with the letter T in the Center. This symbol is not on the legend and we wish to know what this is and what size and type of structure is this that needs to be elevated

ANSWER: This structure will not need to be adjusted.

12. QUESTION: Please provide more information for and pictures of the Existing Precast Electrical Structures that are to be adjusted.

ANSWER: Pictures of junction structures will not be provided.

13. QUESTION: Please confirm that the idea is to adjust all High Intensity Elevated and Semiflush Runway Edge Lights shown on the drawings regardless of either Bid Alternate 1 or Bid alternate 2 awarded.

ANSWER: For Alternate One, all High Intensity Elevated and Semiflush Runway Edge Lights shown to have an 'A' next to them are to be adjusted. For Alternate Two, only High Intensity Elevated and Semiflush Runway Edge Lights between Stations 10+00 and 36+00 shown to have an 'A' next to them are to be adjusted.

14. QUESTION: Can you please provide an Engineers estimate for the project.

ANSWER: An engineer's estimate will not be provided.

15. QUESTION: What changed from the original bid to the new bid to encourage participation?

ANSWER: The major changes between the original bid and the new bid are:

- i) The Contractor now has the option to stockpile millings on site.
- ii) The method for crack repair has been changed, and the amount of crack repair has been reduced to accommodate the work window.
- iii) The option to award Alternate 1 but cancel year 2 work has been removed. If Alternate 1 is awarded, all work will be completed.

Additional minor changes were made to the contract documents and have been addressed in Addendum No. One and Addendum No. Two.

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16. QUESTION: Can any as-builts be provided that shows the existing 3" GRC and ½" GRC Conduits elevations (Note 2 for Saw Kerf Wireway Detail Sheet 48).

ANSWER: Record Drawings can be provided to the awarded contractor.

17. QUESTION: In reference to the counterpoise:

- a. Is the intention for the counterpoise to be installed within the alleged existing ½" GRC conduit (if contractor is able to locate)?
- b. If not found, will the contractor be required to install a ½" GRC counterpoise duct above the proposed 2" and 1" GRC ducts?
- c. If so, will the contractor be exempt from installing ground rods within every 500'?
- d. Will the contractor be required to insulate the ground, if so, what kind?

ANSWER: a. No. The existing system already has a counterpoise. If the contractor can locate and re-use the existing system, counterpoise is not anticipated to be installed. If the system cannot be located and/or is not re-usable, contractor is to install a new system per the contract documents.

b. No. A ½" GRC counterpoise duct above the 2" and 1" ducts will not be required to be installed.

c. No. If the existing system is reused, the contractor will be required to install grounding per L-108-3.6 which references AC 150/5340-30 and NFPA 780 or demonstrate that such grounding already exists in the existing system.

d. This question is unclear, and follow-up correspondence has not provided clarity on what is being asked. No answer can be provided.

18. QUESTION: In the event that the contractor finds an existing conduit will the owner elect not to pay the new GRC pay item?

ANSWER: If the contractor locates and shows the existing conduit system is in good condition and is able to be re-used than the owner will not pay the RGS conduit pay items.

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19. QUESTION: Please confirm that if the contractor is to install new Galvanized Rigid Steel Conduits that these are Flow Fill Encased and not full strength concrete

ANSWER: Yes. See "Trench 13/14 Saw Kerf Wireway" detail on sheet 48.

20. QUESTION: Who is the manufacturer of the existing CCR that the contractor is to repurpose?

ANSWER: ADB Safegate is the manufacturer of the existing CCR.

21. QUESTION: Can any pictures be provided of the interior of the Existing Vault Building?

ANSWER: Pictures of the vault will not be provided.

22. QUESTION: Please clarify the limits of all required insurances. There appears to be a discrepancy between the stated limits.

ANSWER: The insurance requirements listed in the Invitation for Bids apply to the contract, along with mandatory Workers' Compensation and Employer's Liability Insurance. The required coverage amounts are as follows:

General Liability - \$10,000,000.00
Automobile Liability - \$1,000,000.00
Umbrella Insurance - \$5,000,000.00

23. 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 to be handled/disposed of if PFAS contamination is identified

ANSWER: There are no known areas contaminated with PFAS. The owner will not be performing PFAS testing.

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24. QUESTION: Notes on the Mill and Overlay Pavement Section on Sheet 31 states “If scabbing is encountered an additional 1" of milling may be necessary ... which is incidental to the pay item”. This is an unforeseen condition that can’t be reasonably priced with the provided information. We request an additional line item be added to the price schedule for milling of this “scabbing” and/or deteriorated asphalt.

ANSWER: The note has been revised. Additional milling will be paid for under the cold milling (variable depth) pay item. All additional milling will be coordinated in the field with the RPR and/or Engineer prior to completing the additional milling.

25. QUESTION: Crack Repair Detail on Sheet 31 states “CRACKS REMAINING AFTER COMPLETION OF THE ASPHALT SURFACE COLD MILLING SHALL BE CLEANED OF LOOSE DEBRIS AND FILLED WITH P-401 ASPHALT SURFACE COURSE AS IDENTIFIED AND ORDERED BY THE ENGINEER. THE CRACKS SHALL BE FINISHED SUCH THAT IT IS FILLED WITH FINE AGGREGATE AND FLUSH WITH THE ADJACENT PAVEMENT. ALL REMAINING COARSE AGGREGATE AND EXCESS MATERIAL SHALL BE REMOVED PRIOR TO PLACEMENT OF THE TACK COAT AND ASPHALT OVERLAY.” Please advise the method required to fill the crack with fine aggregate from the P-401 mix. Is the contractor expected to sieve out the coarse aggregate from the P-401 hot-mix asphalt into the prepared crack?

ANSWER: If sieve is required to achieve the desired result, then yes. Means and methods are up to the Contractor.

26. QUESTION: Please confirm that no centerline lighting is currently existing (meaning no demolition of existing centerline lighting is required)

ANSWER: Correct, there are no existing centerline lights.

27. QUESTION: Please confirm that the 1" and 2" RGS conduit encased in concrete, as shown in item L-110, is correct. The usual standard would be 2" SCH 40 PVC encased in concrete.

ANSWER: RGS conduit shall be used.

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- 28. QUESTION:** Please confirm that the HIRL elevated edge lights will need adjustment by replacing the top can to meet the final elevation.
- ANSWER:** HIRL should be adjusted with extension ring(s) per the “ADJUSTMENT DETAIL FOR RUNWAY & TAXIWAY EDGE LIGHT IN PAVED SHOULDER” on Sheet 48.
- 29. QUESTION:** If the existing center line conduit is at a different grade than the new, will it be acceptable to use flexible conduit to make up the elevation difference.
- ANSWER:** Either the existing conduit system will be used or a new conduit system will be installed. They will not be connected.
- 30. QUESTION:** Please verify that the intent is to replace the RPU control cables from the sensors back to the RPU. Or would we splice in the can where the sensor wires end? (just replacing the sensor cable from the sensor) See Sheet 8, Note 5.
- ANSWER:** Yes the RPU control cables will be replaced from the sensors back to the RPU.
- 31. QUESTION:** Please confirm that Stainless steel top can plates will be used as shown on Sheet 48, Note 4 (Standard can lids would be galvanized)
- ANSWER:** For Alternates 2 & 3, a stainless steel lid shall be used and no light fixture, transformer or cable will be installed.
- 32. QUESTION:** Can the airport please confirm the make and model if the existing Runway Surface Sensor and Subsurface Temp.? Can the O&M Maintenance manuals be provided? The manufacturers are not aware of the airport having this system and believe it is a different system.
- ANSWER:** Vaisala WX Horizon Pro is the current system. The O&M maintenance manuals will not be provided.

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33. QUESTION: Can further information and details be provided in reference to the installation of the Runway Surface sensor and Sub Surface Temperature Probes?

ANSWER: No further information will be provided. The Contractor shall coordinate with the manufacturer for additional installation requirements.

34. QUESTION: Can you please provide the plan holders list along with pre-bid attendance list and any pre-bid meeting notes.

ANSWER: The plan holder list will not be provided. The pre-bid attendance list was provided as an attachment to Addendum No. One (1) . No pre-bid meeting notes will be provided.

35. QUESTION: Can you please clarify or elaborate on the anticipated construction schedule as well as the phasing plan.

ANSWER: The anticipated construction start is May 15, 2027. Alternates 2 and 3 will be completed in calendar year 2027. Alternate 1 is anticipated to have a stop work and be completed in 2028.

BID SCHEDULE (REVISED)

BID ALTERNATE ONE (1)

Date: _____

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	1,000 LF	JOINT AND CRACK REPAIR _____ _____ PER LINEAR FOOT		
5 P-101	252,000 SY	COLD MILLING (VARIABLE DEPTH) _____ _____ PER SQUARE YARD		
6 P-152	550 CY	MUCK EXCAVATION _____ _____ PER CUBIC YARD		
7 P-209	50 CY	CRUSHED AGGREGATE BASE COURSE _____ _____ PER CUBIC YARD		
8 P-401	43,600 TN	ASPHALT SURFACE COURSE _____ _____ PER TON		
9 P-603	22,000 GL	EMULSIFIED ASPHALT TACK COAT _____ _____ PER GALLON		
10 P-620	6,600 SF	MARKING (INITIAL YELLOW) _____ _____ PER SQUARE FOOT		

BID SCHEDULE (REVISED)

BID ALTERNATE ONE (1)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES	EXTENDED TOTAL
			DOLLARS CENTS	DOLLARS CENTS
11 P-620	6,300 SF	MARKING (PERMANENT YELLOW) PER SQUARE FOOT		
12 P-620	109,000 SF	MARKING (INITIAL WHITE) PER SQUARE FOOT		
13 P-620	104,200 SF	MARKING (PERMANENT WHITE) PER SQUARE FOOT		
14 P-620	30,000 SF	MARKING (PERMANENT BLACK) PER SQUARE FOOT		
15 P-620	1 LS	REFLECTIVE MEDIA PER LUMP SUM		
16 P-621	104,500 SY	GROOVING PER SQUARE YARD		
17 T-901	1 AC	SEEDING PER ACRE		
18 T-905	50 CY	TOPSOIL (FURNISHED OFF THE SITE) PER CUBIC YARD		
19 T-908	1 AC	MULCHING PER ACRE		
20 L-108	20,700 LF	NO. 8 AWG, 5KV, L-824 TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT PER LINEAR FOOT		

BID SCHEDULE (REVISED)

BID ALTERNATE ONE (1)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES	EXTENDED TOTAL
			DOLLARS CENTS	DOLLARS CENTS
21 L-108	6,800 LF	NO. 6 AWG SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS PER LINEAR FOOT		
22 L-109	2 UN	INSTALLATION OF EQUIPMENT WITHIN EXISTING VAULT OR PREFABRICATED METAL HOUSING IN PLACE PER UNIT		
23 L-110	5,400 LF	CONCRETE ENCASED ELECTRICAL CONDUIT, 1 WAY - 1" RGS CONDUIT PER LINEAR FOOT		
24 L-110	1,400 LF	CONCRETE ENCASED ELECTRICAL CONDUIT, 1 WAY - 2" RGS CONDUIT PER LINEAR FOOT		
25 L-115	1 EA	IN-PAVEMENT RUNWAY EDGE LIGHT CAN (L-867B) PER EACH		
26 L-115	15 EA	EXISTING ELECTRICAL MANHOLE/JUNCTION STRUCTURE ELEVATION ADJUSTMENT PER EACH		
27 L-125	134 EA	L-860A(L) IN-PAVEMENT RUNWAY CENTERLINE LIGHT PER EACH		
28 L-125	16 EA	ADJUST L-850C IN-PAVEMENT HIRL PER EACH		
29 L-125	26 EA	ADJUST L-861T BASE-MOUNTED MITL PER EACH		
30 L-125	73 EA	ADJUST L-862(L) IN-PAVEMENT HIRL PER EACH		

BID SCHEDULE (REVISED)

BID ALTERNATE ONE (1)

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

BID SCHEDULE (REVISED)

BID ALTERNATE ONE (1)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES	EXTENDED TOTAL
			DOLLARS CENTS	DOLLARS CENTS
41 41.SP	2 EA	IN-PAVEMENT MANHOLE ADJUSTMENT PER EACH		

Total Bid Amount \$ _____

SP-1 Non-AIP Insurance Allowance \$ _____

BID SCHEDULE (REVISED)

BID ALTERNATE TWO (2)

Date: _____

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	400 LF	JOINT AND CRACK REPAIR _____ _____ PER LINEAR FOOT		
4 P-101	104,000 SY	COLD MILLING (VARIABLE DEPTH) _____ _____ PER SQUARE YARD		
5 P-401	19,000 TN	ASPHALT SURFACE COURSE _____ _____ PER TON		
6 P-603	10,200 GL	EMULSIFIED ASPHALT TACK COAT _____ _____ PER GALLON		
7 P-620	2,150 SF	MARKING (INITIAL YELLOW) _____ _____ PER SQUARE FOOT		
8 P-620	2,000 SF	MARKING (PERMANENT YELLOW) _____ _____ PER SQUARE FOOT		
9 P-620	55,900 SF	MARKING (INITIAL WHITE) _____ _____ PER SQUARE FOOT		
10 P-620	53,100 SF	MARKING (PERMANENT 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	EXTENDED TOTAL
			DOLLARS CENTS	DOLLARS CENTS
11 P-620	13,300 SF	MARKING (PERMANENT BLACK) PER SQUARE FOOT		
12 P-620	1 LS	REFLECTIVE MEDIA PER LUMP SUM		
13 P-621	44,000 SY	GROOVING PER SQUARE YARD		
14 T-901	1 AC	SEEDING PER ACRE		
15 T-905	30 CY	TOPSOIL (FURNISHED OFF THE SITE) PER CUBIC YARD		
16 T-908	1 AC	MULCHING PER ACRE		
17 L-108	2,600 LF	NO. 6 AWG SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS PER LINEAR FOOT		
18 L-109	2 UN	INSTALLATION OF EQUIPMENT WITHIN EXISTING VAULT OR PREFABRICATED METAL HOUSING IN PLACE PER UNIT		
19 L-110	2,600 LF	CONCRETE ENCASED ELECTRICAL CONDUIT, 1 WAY - 1" RGS CONDUIT PER LINEAR FOOT		
20 L-115	51 EA	IN-PAVEMENT RUNWAY CENTERLINE CAN (L-868B) WITH COVER PLATE PER EACH		

BID SCHEDULE (REVISED)

BID ALTERNATE TWO (2)

ITEM NO.	APPROX. QUANTITY	ITEM WITH UNIT PRICE WRITTEN IN WORDS	UNIT PRICES IN FIGURES	EXTENDED TOTAL
			DOLLARS CENTS	DOLLARS CENTS
21 L-115	10 EA	EXISTING ELECTRICAL MANHOLE/JUNCTION STRUCTURE ELEVATION ADJUSTMENT _____ _____ PER EACH		
22 L-125	9 EA	ADJUST L-850C IN-PAVEMENT HIRL _____ _____ PER EACH		
23 L-125	11 EA	ADJUST L-861T BASE-MOUNTED MITL _____ _____ PER EACH		
24 L-125	23 EA	ADJUST L-862(L) IN-PAVEMENT HIRL _____ _____ PER EACH		
25 M-103	4 EA	LIGHTED PORTABLE CLOSED RUNWAY MARKERS (CONTRACTOR FURNISHED) _____ _____ PER EACH		
26 M-103	1 EA	CLOSED TAXIWAY MARKERS _____ _____ PER EACH		
27 M-107	3,000 LF	AVIATION BARRICADES (CONTRACTOR FURNISHED) _____ _____ PER LINEAR FOOT		
28 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	300 LF	JOINT AND CRACK REPAIR _____ _____ PER LINEAR FOOT		
4 P-101	59,000 SY	COLD MILLING (VARIABLE DEPTH) _____ _____ PER SQUARE YARD		
5 P-401	10,500 TN	ASPHALT SURFACE COURSE _____ _____ PER TON		
6 P-603	5,400 GL	EMULSIFIED ASPHALT TACK COAT _____ _____ PER GALLON		
7 P-620	300 SF	MARKING (INITIAL YELLOW) _____ _____ PER SQUARE FOOT		
8 P-620	300 SF	MARKING (PERMANENT YELLOW) _____ _____ PER SQUARE FOOT		
9 P-620	46,500 SF	MARKING (INITIAL WHITE) _____ _____ PER SQUARE FOOT		
10 P-620	45,100 SF	MARKING (PERMANENT 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	EXTENDED TOTAL
			DOLLARS CENTS	DOLLARS CENTS
11 P-620	10,500 SF	MARKING (PERMANENT BLACK) PER SQUARE FOOT		
12 P-620	1 LS	REFLECTIVE MEDIA PER LUMP SUM		
13 P-621	24,900 SY	GROOVING PER SQUARE YARD		
14 T-901	1 AC	SEEDING PER ACRE		
15 T-905	20 CY	TOPSOIL (FURNISHED OFF THE SITE) PER CUBIC YARD		
16 T-908	1 AC	MULCHING PER ACRE		
17 L-108	1,500 LF	NO. 6 AWG SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS PER LINEAR FOOT		
18 L-109	2 UN	INSTALLATION OF EQUIPMENT WITHIN EXISTING VAULT OR PREFABRICATED METAL HOUSING IN PLACE PER UNIT		
19 L-110	1,500 LF	NON-ENCASED ELECTRICAL CONDUIT, 1 WAY - 1" RGS CONDUIT PER LINEAR FOOT		
20 L-115	30 EA	IN-PAVEMENT RUNWAY CENTERLINE CAN (L-868B) WITH COVER PLATE PER EACH		

BID SCHEDULE (REVISED)

BID ALTERNATE THREE (3)

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

Total Bid Amount \$ _____

SP-1 Non-AIP Insurance Allowance \$ _____