

**INVITATION TO BID
KENAI MUNICIPAL AIRPORT
REHABILITATE RUNWAY 02L/20R**

**Addendum No. 2
July 8, 2025**

TO: PLANHOLDERS

The contract documents for the referenced project are clarified and amended as follows:

MODIFICATIONS/CLARIFICATIONS:

PROJECT MANUAL:

1. **DELETE** Section 401-7.2 in its entirety, as described in Technical Specification P-401 Asphalt Mix Pavement of Exhibit D to the Supplemental General Conditions of the Contract.

RESPONSES TO BIDDER QUESTIONS:

1. Question: The specifications contain The Method of Measurement for P-401-7.2 Asphalt Material Price Adjustment but do not include the Basis of Payment or a Contingency Amount? Please provide these. Additionally when Item P-318 is included in the project section P-401-7.2 will include verbiage that applies the provision to Section P-318.

Response: See Addendum 02. Changes to Technical Specification P-401 have been made to delete reference to the "Asphalt Material Price Adjustment". The Asphalt Material Price Adjustment shall not apply to this project.

2. Question: Sheet G2.01 has a general safety note that states "Following closure of runway 02L/20R the contractor shall anticipate working 24-Hour days, 7 days per week continuously until substantial completion of the work is achieved." Shall is a compulsory term that would mandate the contractor work 24 hours per day until substantial completion of the work is achieved. If the intention is for the contractor to be substantially complete by September 30, 2026 and the contractor has the choice to work shift hours per day as needed to achieve this could this language be removed or edited to reflect it is the contractor's choice the shift hours per day they work as long as they are substantially complete by September 30, 2026?

Response: Contractors "shall anticipate" that working 24-hour days, 7 days per week may be required but are ultimately responsible for determining their own schedule and their own means and methods to complete the work in accordance with the Project Manual.

3. Question: P-161: Will excavation (removal) and processing of the existing asphalt be required to be performed by milling followed by area grading to achieve bottom of FASBC elevation or will pulverizing the existing asphalt in place followed by area grading to achieve top of FASBC elevation be accepted?

Response: Existing asphalt shall be removed followed by area grading and installation of CABC (as required) to achieve bottom of FASBC elevation.

**INVITATION TO BID
KENAI MUNICIPAL AIRPORT
REHABILITATE RUNWAY 02L/20R**

**Addendum No. 2
July 8, 2025**

4. Question: 3/C1.01: The bottom layer of material shown in the drawing on Section 3/C1.01 is depicted as RAP with a note saying "CABC AS REQUIRED". Is the note referring to using CABC only if insufficient RAP is available or is the entire layer placed below the FASBC intended to be CABC?

Response: The entire layer placed below FASBC is intended to be new or existing CABC. See General Typical Section Note 1.C on Sheet C1.01 which states "Make grade adjustments as needed by filling with CABC or cutting to achieve bottom of FASBC layer."

5. Question: P-209: Can RAP from the project or imported RAP be used in lieu of CABC anywhere CABC is called for? More specifically can RAP from the project or imported RAP be used in lieu of CABC to achieve the bottom of FASBC layer? Can RAP from the project or imported RAP be used in lieu of CABC on the Taxiways? Can RAP from the project or imported RAP be used in lieu of CABC in the FASBC section? If the P-209 spec section were changed to allow RAP in lieu of CABC imported RAP would be paid for under the P-209 bid item.

Response: No, RAP may not be used to replace CABC where required as shown in the Plans. The amount of RAP used in the FASBC section will be determined by the Contractor's Job Mix Design.

6. Question: P-318: CABC used for FASBC would be a variable QTY depending on RAP generated from the asphalt removal depths throughout the runway. The asphalt depth of the entire area to be removed is unknown. This puts an undue risk on the contractor. Please consider removing Note 5 on C1.01 that calls out the CABC used for FASBC as subsidiary and corresponding notes in the specifications. This item should be paid by the ton in the bid item for CABC.

Response: The amount of RAP and/or CABC used to generate FASBC will be determined by the Contractor's Job Mix Design. Imported aggregate required to produce and place FASBC shall be incidental to Pay Item P318.020.0000 and shall not be measured or paid for separately.

7. Question: P-401 - Joint Adhesive: Will joint adhesive be required on joints created while using a joint heater?

Response: Joint adhesive is not required on the surface of the hot joint created while echelon paving or using joint heaters.

8. Question: Is GFE required for submission with the bid since there is a zero percent DBE goal required?

Response: No. The bidder/offeror can demonstrate that it has made good faith efforts by meeting the contract goal of 0%.

**INVITATION TO BID
KENAI MUNICIPAL AIRPORT
REHABILITATE RUNWAY 02L/20R**

**Addendum No. 2
July 8, 2025**

Where any requirements of the Invitation to Bid are in conflict with an item in an Addendum, the Addendum shall govern.

All other terms and conditions of the Invitation to Bid shall remain unchanged and in full force and effect.

END OF ADDENDUM NO. 2