



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

ADDENDUM NO. 1

June 10, 2026

Contract No. DA00681
TIP No.: N/A
Federal Aid No.: State Funded
WBS Element: 36244.73.1.1
County: Dare
Description: Runway Pavement Rehabilitation at the Billy Mitchell Airport (HES)
Letting Date: June 17, 2026

To Whom It May Concern:

This Addendum is issued to modify or clarify the bid documents previously furnished for the above-referenced project. The following changes shall be incorporated into the contract documents:

In response to questions during the pre-bid meeting, and to ensure consistent information for all parties, we have listed the inquiries and answers below.

Questions:

- 1) Can more time be allotted for the bid option due to crack seal time frame?

Answer: The contract time will remain as defined in the contract documents. If the contractor experiences delays to the project due to circumstances outside of their contract, including delays associated with the crack seal, the contractor shall not be penalized for those delays. It shall be the contractor's responsibility to document those delays in writing to the project representative during and immediately after the delay.

- 2) How will payment for patching with ABC be handled for the removal of tie downs by contractor?

Answer: Cost of stone or other approved method for replacing/repairing the stone at the area for the tie down removal shall be considered incidental to the tie down removal.

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- 3) At what depth should the subgrade stabilization, if required, be for estimating purposes?

Answer: If the underlying material is deemed not suitable then the Contractor shall stabilize the subgrade per Type I subgrade stabilization as outlined in Section 505 of the 2024 NCDOT SSRS. Per Section 505 of the 2024 NCDOT SSRS, Type 1 – A 6- to 24-inch-thick aggregate subgrade with Class IV subgrade stabilization compacted to 92% of AASHTO T 180 as modified by the Department or to the highest density that can be reasonably obtained.

- 4) How will contract time be addressed if something happens outside of the contractors' control?

Answer: See Answer to Question 1.

- 5) What is the depth of the existing asphalt section?

Answer: 3.5" - 6" on the runway.

- 6) Is funding already secured for this project?

Answer: Yes.

- 7) Do the joints for the paved areas need cut back?

Answer: All joints left exposed for more than four (4) hours, or the surface temp has cooled to less than 175⁰F must be cut back a max of 3".

- 8) Is a shuttle buggy or MTV required for this project?

Answer: Yes

- 9) What methods can be used for the tie down removal and will they need to be salvaged.

Answer: Tie downs can be removed six inches below bottom of stone by cutting or grinding and leaving the anchor in place. The tie downs do not need to be salvaged.

- 10) What are the work restrictions for the project?

Answer: Work can be seven (7) days a week, sunrise to sunset.

Other Notes from the Pre-bid Meeting:

- Closure markers are provided by NPS. Airport to be closed throughout the duration of the project. Contractor to monitor CTAF.
- Airport gate is to remain closed and locked when not in use. Contractor to be responsible for security while onsite. If you see something, the contractor should notify the appropriate parties. Contractor to contact 911 or emergency services for emergencies.
- NOTAMs are to be coordinated and issued by NPS.

All other terms and conditions of the original bidding documents remain unchanged.

Sincerely,

DocuSigned by:
Mark S. Winslow
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Mark S. Winslow
Division Contract Engineer

cc: R. K. Sawyer, PE
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