

**POTOMAC HIGHLANDS AIRPORT AUTHORITY  
MINERAL COUNTY, WEST VIRGINIA  
REHABILITATE RUNWAY 5-23 BID PHASE 7**

**ADDENDUM #3  
JUNE 10, 2025  
THRASHER PROJECT # T80-11189**

TO WHOM IT MAY CONCERN:

A Pre-Bid Conference was held on Thursday, May 22, 2025. The following are clarifications and responses to questions posed by contractors for the above-referenced project.

**A. QUESTIONS AND RESPONSES**

**QUESTION:**

1. Ref. Item #29 of the Bid Form: Reinforced Backfill - WVDOH Aggregate Class 1 On-site Crushed and screened rock Stockpiled:
  - (1) Can the contractor anticipate the stockpiled material will meet the specification requirements of 2.1.1 and 2.1.2 show on plan sheet R5.0?
  - (2) Or, will the contractor have to test and/or process the stockpile prior to using the material?

**RESPONSE:**

The stockpile will need to be retested to make sure the material still conforms to WVDOH Class I aggregate requirements.

**QUESTION:**

2. Ref. Item #28 of the Bid Form: Reinforced Backfill - WVDOH Aggregate Class 1 and/or On-site Crushed and screened rock:
  - a. Does the owner have a source of material and of sufficient quantity that will meet the specification requirements of 2.1.1 and 2.1.2 show on plan sheet R5.0
  - b. Or, is there an area the contractor could drill, blast and process material to an acceptable specification?
  - c. Or, should the contractor plan on using commercially purchased aggregate?

**RESPONSE:**

It is anticipated that the borrow site that has been identified on the drawings can be used to source the Class I Aggregate.

**QUESTION:**

3. Ref. Item #30 of the Bid From: Shot Rock; Please clarify where this material will be placed and does the owner have a source of material that will meet the specification requirements and quantity needed?

**RESPONSE:**

Refer to drawing 64 for placement of shot rock. It is anticipated shot rock can be sourced from the borrow site.

**QUESTION:**

4. Our take-off shows that there is significant more excavation from Sta 42+00 to the end of runway 5-23 than is needed to make the 104,500 CY of Embankment in Place. Do we only excavate enough material to complete the Embankment in Place bid item and stop excavating?

**RESPONSE:**

Correct. The quantities provided is for the construction of the reinforced fill slope and the engineered fill slope to elevation 729'. Yes, we are only excavating enough material to construct to this elevation. The Contractor should leave the site with positive drainage.

**QUESTION:**

5. Are we to excavate the entire runway template as shown on the cross-sections provided?

**RESPONSE:**

No, refer to answers above.

**QUESTION:**

6. If we are to complete the excavation as shown on the cross-sections, where do we place the excess material?

**RESPONSE:**

No, refer to answers above.

**QUESTION:**

7. Drawings E-1.01 and E-1.02 propose temporary removing 72-MITL taxiway A lights, splicing existing wires through and provide and install steel lids. Please provide a detail of this lid, how will steel lids be paid, and are removed TW lights to be given to the owner for storage for later bid packages?

**RESPONSE:**

Contractor can refer to Detail D on E-4.03. Removal of taxiway fixtures, splicing of existing wires and installation of steel lid shall be made incidental to the installation of new stake mounted runway edge lights. Yes, owner shall be provided removed fixtures and isolation transformers.

**QUESTION:**

8. Drawings E-1.03 and E-1.04 are there existing taxiway MITL currently installed from station 110+00 to 133+000 that need to be removed also, and steel can lids installed?

**RESPONSE:**

There are currently existing cans with lids from station 110+00 to 133+00. See sheet E-1.02-1.04 no demo is required.

**QUESTION:**

9. Drawings E-1.01 and E-1.02 TWA edges have TW light to remove with U.G. conduit and wiring paralleling the pavement edges, 5ft or 10ft off edge of pavement?

**RESPONSE:**

Existing taxiway lighting is approximately 5 feet from edge of pavement.

**QUESTION:**

10. Drawings E-2.01, E-2.02, E-2.03, and E-2.04 propose 54-new stake mound RW edge lights with direct burial wiring along edges of TWA. Where will the new wiring and stake mount lights be placed in relationship to existing cans and U. G. conduit and wiring?

**RESPONSE:**

Temporary fixtures shall be installed per station and offset on E2.05. Cable to be installed per routing shown on drawings.

**QUESTION:**

11. Please confirm 54- of 19/L- -125 RW stake mount edge light qty is correct? Drawings E-2.01, E-2.02, E-2.03, and E-2.04 show a total of 38.

**RESPONSE:**

Yes 54 RW stake mounted lights are correct.

**QUESTION:**

12. Is the intention to start phase 1 new temporary RW lighting on existing TWA in late summer 2025 and then close existing RW 5-23 for demo to start or start the entire project in the spring of 2026?

**RESPONSE:**

The intention is to issue notice to award and proceed once the FAA Grant is received. This is anticipated to be late summer. If weather prohibits work during the wintertime, the Contractor will be provided a no cost change order for a winter shut down.

**QUESTION:**

13. Can you also confirm for phase 1A and 1B there is only 30 calendar days (20 weekdays) that TW A is closed to get demo completed, the new 11,500ft temp wiring trenched in with sand backfill, install 70- new stake mount lights runway lights, all electrical tested for operation, all ditch line cleaned up with top soil and seeding, and any new pavement markings etc.?

**RESPONSE:**

Yes.

If you have any questions or comments, please feel free to contact me at your earliest convenience. As a reminder, bids will be received until **2:00 p.m. on Thursday, June 12, 2025**, at Greater Cumberland Regional Airport located at 165 Terminal Loop, Wiley Ford, WV 26767. Good luck to everyone and thank you for your interest in the project.

Sincerely,

THE THRASHER GROUP, INC.

NICOLE JONES, PE, PMP  
Project Manager

