



May 23, 2022

TO: All Plan Holders & Pre-Bid Conference attendees

SUBJECT: Birmingham-Shuttlesworth International Airport
Birmingham, AL
Runway 6-24 and Taxiway H Crack-Seal and Seal Coat
RS&H No. 248-0207-001
BAA No. AF049
FAA AIP No. 3-01-0014-116-2022
ADDENDUM NO. 2

Addendum No. 2 for the above referenced project has been published. All Registered Plan Holders have been electronically notified, and can download Addendum No. 2 documents via the BisCom file delivery server. Security protocols restrict access to Registered Plan Holders only. Files will be automatically deleted after 7 calendar days.

Please find attached the Documents for the above referenced Addendum No. 2.

This Addendum is hereby made a part of the Contract Documents and Specifications of the above referenced project. All other requirements of the original Contract Documents and Specifications shall remain effective in their respective order. **ACKNOWLEDGE RECEIPT OF THIS ADDENDUM (Pages 1 thru 7 and attachments) BY INSERTING ITS NUMBER AND DATE IN THE PROPOSAL FORM.**

Sincerely,

A handwritten signature in blue ink, appearing to read 'Matt Thomason', written over a horizontal line.

Matt Thomason, PE
Project Engineer

cc: File

BIRMINGHAM-SHUTTLESWORTH INTERNATIONAL AIRPORT

Birmingham, AL

ADDENDUM NO. 2

For

RUNWAY 6-24 AND TAXIWAY H CRACK-SEAL AND SEAL COAT

RS&H No. 248-0207-001
BAA No. AF049
FAA AIP No. 3-01-0014-116-2022



RS&H Alabama, Inc.
Mobile, AL

May 23, 2022

ADDENDUM NO. 2

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GENERAL

1. The BID DATE and BID TIME remains **UNCHANGED** by this addendum.
2. The BID LOCATION remains **UNCHANGED** by this addendum.

MODIFICATIONS TO INVITATION TO PROJECT MANUAL

3. None.

MODIFICATIONS TO THE PLANS

4. None.

RESPONSES TO BIDDERS' QUESTIONS

1. **Question:** To clarify, PH3 will be all areas: PH1, 1A and 2. 6-24 will be closed nightly 12-4 (done in the same manner as PH1). H will be closed nightly 8-4 in the same manner as PH 2. Will we do 6-24 and 18-36 intersection aka Ph1A area also at some point? Will 4 lighted Xs be needed again for this, or can we do this intersection work on a pullback basis with tower coordination?
Answer: Phase 1A is intended to cover all work, including pavement markings, inside the Runway 6-24 intersection with Runway 18-36 and Taxiway B. Work on pavement markings inside this area will be charged against the 5 days for Phase 1A. Work in Phase 1A requires a total shutdown of the Airport and four lighted X's to close both runways. Work in Phase 1A does not have to occur on consecutive nights and is expected to be concurrent with work in Phase 1 and Phase 3. No work may be performed inside any Runway Safety Area on a pullback basis on this project.
2. **Question:** Will the tower be manned overnight?
Answer: Yes. The tower is manned 24 hours per day, 7 days per week.
3. **Question:** What is the badging cost?
Answer: Refer to BHM General Badging Requirements document included in the project construction safety and phasing plan (CSPP), which is included as Attachment A in the project manual.
4. **Question:** Is there any material/fabric that will completely black out edge lights acceptable for covering?
Answer: There are no restrictions on the material used for blacking out edge lights for work in Phase 2, as long as there is no risk of it becoming FOD and no risk of it damaging the existing taxiway edge lights.

5. **Question:** To confirm the sequence, we are:
- a. Cleaning the surface/removing rubber around the markings on all of 6-24 and H that will receive seal coat
 - i. Where will be receiving water from and will the contractor be responsible for the cost of water?
 - b. Crack sealing
 - c. Seal coating around the markings
 - d. Removing the CL markings on 6-24 and surface prepping the remaining markings on 6-24,
 - i. What is going to be acceptable surface prep for markings? Will pressure washing be required, or is blowing/sweeping acceptable?
 - e. Remarketing

Answer: The anticipated construction sequence for was assumed to be:

- a. Rubber removal
- b. Crack-sealing
- c. Pavement surface prep
- d. Seal coating around existing markings
- e. Pavement marking removal, prep and permanent marking installation

However, the sequence of operations is flexible to the selected contractor's means and methods as long as it meets the parameters laid out in the construction safety and phasing plan.

There are no water sources available within the secure AOA. Contractor shall supply water needed for construction purposes from outside of the secure AOA. Contractor may coordinate with local utility provider to meter and source water around the Airport perimeter. Cost for water and associated coordination with utility provider are the responsibility of the contractor and are considered incidental to as-bid unit prices for associated items of work.

Pavement surface shall be prepared prior to pavement marking installation in accordance with specification P-620 and P-101 in the project bid documents. Any issues with final pavement marking attributable to inadequate preparation of pavement surface shall be repaired at no additional cost to the Owner.

6. **Question:** Will there be virtual call in for the bid opening?

Answer: No. A summary of bid results will be emailed to all registered plan holders.

7. **Question:** Will the contractor be responsible for sweeping entire runway each night before reopen or will airport use their sweepers to sweep beyond our normal housekeeping?

Answer: Contractor will be responsible for cleaning any airfield pavement surface of all dirt and debris attributable to their construction operations prior to that pavement reopening for air traffic.

8. **Question:** When would the airport like to start the project?
Answer: The Owner would like to start July – August 2022, depending on timing of FAA grant and concurrent projects at BHM. Actual start time will be negotiable with selected contractor.
9. **Question:** To confirm, you only want 1 copy of the Bid Form pages 00050-1 to 00060-2?
Answer: That is correct.
10. **Question:** Four hours is a very tight window for this work. Any kind of delay, such as a delayed flight or low visibility, could cause an entire work shift to be lost. Could a line item be added for lost shifts or idle hours for these instances? This would cover the contractors expenses of having men and equipment on site, but not being able to work.
Answer: No line item will be added for lost shifts or idle hours into the bid documents. Refer to specification 00170 in the project manual for language regarding contract time, prosecution, and progress.
11. **Question:** Are the centerline markings being removed to change layout, or due to paint build up? Currently this portion of work is scheduled for phase 3 during final markings. If they are going back in the same spot, it will be very difficult to remove the markings and not scar the newly seal coated surface. If the layout is changing, there will be sections of unsealed asphalt after removal, and sections that will need to be painted on the new seal coat, that may not have had enough time to fully cure for final markings (30 days). Also, how will this work be phased? It is impossible to remove a marking, dry the pavement surface, and layout and remark in a four hour window. Finally, with these markings being fully removed and remarked, there should be a line item for temporary marking of this square footage. The markings will look light if there is only the one final coat of paint on them.
Answer: Centerline markings are being removed and reinstalled in new locations to address existing issues with the centerline marking compliance with FAA AC150/5340-1M. Seal coat shall not be applied in areas along the runway centerline where existing or proposed centerline markings are located. Contractor may omit seal coat application within 3 feet left or right of the centerline in order to avoid issues with centerline marking removal and installation. One full application of paint with reflective beads is all that is required for the new runway centerline stripes in this project.
If necessary for the selected contractor's construction means and methods to temporarily leave non-standard runway centerline markings on the runway while it is active in order to complete the work, the Owner will meet with FAA Airport District Office (ADO) to see what will be acceptable to the FAA.
12. **Question:** Please confirm Phase 1 work hours are from 12A – 4A nightly.
Answer: That is correct.

13. **Question:** Will the airport consider alternate work schedules for Phase 1 such as periods of lower air traffic?
Answer: For bidding purposes, bidders shall assume that alternate work times outside of what is stated in the plans will not be allowed.
14. **Question:** Does a crack that has been routed and cleaned have to be sealed in the same shift or can it be sealed in the next closure?
Answer: Cracks routed and cleaned in one shift do not have to be sealed in the same shift, provided that doing so does not create a risk for FOD and that the crack is cleaned per the specification and manufacturer's recommendation prior to being sealed.
15. **Question:** With the runway being grooved, the sealer product is likely to travel in the groove. Is the intention of protecting the markings to prevent overspray that may affect the overall dimensions of the markings making them non-standard?
Answer: The intention of protecting the markings during the application of the seal coat is to ensure compliant airfield markings while the surface is open to air traffic. Additionally, the contractor shall take measures to protect existing in-pavement runway lighting from damage due to construction activities.
16. **Question:** 101-3.2 states "If extensive vegetation exists, treat the specific area with a concentrated solution of a water-based herbicide approved by the RPR." Typical herbicide application needs to occur a minimum of 10-days prior to routing the areas to allow time for the product to effectively eliminate vegetation growth. Please confirm that 24-hours prior is the intended application time for herbicide.
Answer: It is not anticipated that any extensive vegetation exists in the cracks to be sealed on this project. However, if that condition is encountered, a 24-hour application time will be acceptable.
17. **Question:** Will a friction test be required at the end of each shift before opening the runway after GSB 78 is applied?
Answer: No. One friction test is required prior to start of seal coat application on the runway.
18. **Question:** Will the airport allow every other centerline stripe to be removed and not immediately reinstalled to allow the other construction activities time for completion?
Answer: If necessary for the selected contractor's construction means and methods to temporarily leave non-standard runway centerline markings on the runway while it is active in order to complete the work, the Owner will meet with FAA Airport District Office (ADO) to see what will be acceptable to the FAA.

19. **Question:** With the runway centerline being removed and GSB78 being applied a temporary application of paint with a final application a minimum of 30-days after completion is highly recommended as a best practice. Please confirm areas of paint removal will only receive a single full application of paint.

Answer: Seal coat shall not be applied in areas along the runway centerline where existing or proposed centerline markings are located. Contractor may omit seal coat application within 3 feet left or right of the centerline in order to avoid issues with centerline marking removal and installation. One full application of paint with reflective beads is all that is required for the new runway centerline stripes in this project.

20. **Question:** On plan Page C101, Note 2 “Airport Personal to identify additional pavement marking removal areas based on condition of markings.” How will the airport representative be identified? Will there be more than one?

Answer: The project resident project representative (RPR), hired by the Owner, will perform an inspection of the existing markings prior to the start of construction to identify if there are any pavement markings that need to be replaced in addition to the runway centerline stripe replacement already included in the bid documents.

21. **Question:** On plan Page C301 detail P350 detail 4 there is a 30’ distance from the bottom of the displaced threshold bar to the bottom of the threshold markings. Per AC 150/5340-1M 2.5.3 “The runway threshold marking starts 20 feet (6 m) from the actual start point of the runway threshold.” A 30’ spacing would not be compliant to the current standard. Please confirm this is correct.

Answer: The Airport is aware of this issue with the existing threshold markings, and this will not be addressed in this project.

22. **Question:** On plan Page C304, Note 7 “Apply herbicide to vegetation growing within the marking limits prior.” How long after application before markings may be applied?

Answer: It is not anticipated that any extensive vegetation exists in the cracks to be sealed on this project. However, if that condition is encountered, a 24-hour application time will be acceptable.

LIST OF ATTACHMENTS

1. Project planholders list, as of 05/23/2022

END OF ADDENDUM NO. 02

