



REQUEST FOR PROPOSAL (RFP)
ADDENDUM NUMBER ONE (1)
DATE: November 20, 2025

PROJECT: Design-Build of Three (3) 25,000 Gallon Jet A Tanks at Fuel Farm B and Two (2) 25,000 Gallon Jet A Tanks at Fuel Farm C
Birmingham-Shuttlesworth International Airport
Birmingham, Alabama

From: Birmingham Airport Authority (BAA)
5900 Messer Airport Highway
Birmingham, Alabama 35212

To: All Participants

General:

This addendum will form a part of the RFP and modifies the original Request for Proposal (RFP) document. The following changes take precedence over items in the RFP. Any portion of the RFP not changed by this Addendum remains in effect. Recipients of the Addendum are advised to provide this Addendum to anyone to whom they further distribute without the BAA's knowledge.

Participants in this RFP are required to acknowledge receipt of this Addendum in their proposal. Failure to do so may subject Proposer for disqualification.

ADDITIONAL INFORMATION/CLARIFICATIONS/DESCRIBED BELOW:

1. **Question:** Please provide the permitting authority having jurisdiction over the airport for site and/or building permits.
Answer: Applicable City of Birmingham and Jefferson County permits will need to be acquired for this project. The Airport Authority does not issue or approve permits.
2. **Question:** Can more information be provided for the extent of the environment analysis and permitting for this project.
Answer: The BAA anticipates a CATEx for this project. If more environmental assessment is needed, the BAA will amend the scope of work with the successful respondent to include the added effort. Respondents should include at least a CATEx in their proposals.
3. **Question:** Are there any DBE requirements or goals for this project?
Answer: No
4. **Question:** Can more information be provided on the fire detection safety devices that are required in Section D or should devices only required by code be provided?
Answer: Code required devices and devices required by the local AHJ via amendments to the code are to be provided.
5. **Question:** Please confirm that an official design submittal is not required for this project for review prior to construction and only the shop drawings and product data submittals are required per Section E prior to construction.
Answer: Prior to construction, the BAA will require at least the following:
 - Stamped construction ready plan set
 - BAA and FAA approved Safety and Phasing Plan
 - Specification Manual
 - All applicable local permits in hand
 - Submittal reviews
 - COI – Airside requirements
 - NTP
6. **Question:** Within the Introduction it is stated that, “the anticipated date of completion of the project... is November 2026”, however, the Tentative RFP Timeline states a contract date of February 2026. Based on this schedule, there would only be 7-months to design, permit and construct both facility’s improvements (it was stated that the facility work requires phasing, one farm after the other), which is not feasible given the current proposed improvements and equipment lead time (some electrical gear lead time is upwards of 40-weeks currently). Can the airport confirm their desired schedule?
Answer: The BAA’s intent is that the project schedule progress at an expeditious pace in order to complete the project in a reasonable time frame. It is our preference to complete the project efficiently and without delay. However, we also understand lead time and operational constraints are realistic limitations that must be accounted for when developing project schedules. The BAA is open to a new and reasonable schedule and will work with the selected firm to find an acceptable compromise.
7. **Question:** Will the Design-Build Agreement include liquidated damages?
Answer: Yes, liquidated damages will be \$1,000 per day

- 8. Question:** Is there a specimen Design-Build Agreement available for review before the submission of bids?
Answer: AIA Document A141-2024 standard form of Agreement between owner and design builder will be used. We do not have the completed Agreement to share at this time.
- 9. Question:** SOW Section D. Technical Requirements - Bullet 12 states to provide fire detection safety devices for all dispensers and the station equipment, including any upgrades to ventilation, electrical, heating and fire control panels... What type of fire detection equipment is required? The reference to ventilation, electrical, and heating appears to have been copied from a building project and would not apply to a fuel facility.
Answer: Code required detection devices and devices required by the local AHJ via amendments to the code are to be provided. Ventilation is not anticipated to be required on this project but is the Design-Builders responsibility to verify with the code to ensure that it is not required.
- 10. Question:** SOW Section D. Technical Requirements - Bullet 14 states for all new tanks to sit within tertiary concrete containment basin suitable for a one tank failure. Per NFPA and Environmental regulations, double-walled tanks do not need tertiary containment. Do you still want us to price a tertiary containment system?
Answer: Yes, a tertiary containment is required by the Airport for this project and should be priced into the proposal.
- 11. Question:** SOW Section E Other Scope Requirements - Paragraph 5 states, the Design-Builder shall be responsible for an environmental analysis of the new fuel systems as well as all associated environmental permitting for this Project. What exactly is the intent of this paragraph? Will a CATEX be granted by the FAA, or will the airport need to go through the NEPA process? Is there known contamination within the fuel farms? Have any environmental testing or studies been conducted at the fuel farms and if so, is there documentation that can be shared about the results of these tests or studies?
Answer: The BAA anticipates a CATEX for this project. If more environmental assessment is needed, the BAA will amend the scope of work with the successful respondent to include the added effort. Respondents should include at least a CATEX in their proposals.
- 12. Question:** SOW Section I Final Acceptance of Construction Work bullet point 5 requires "operation and maintenance manuals". Is the intent of this to have the Design-Builder provide manufacturer O&M manuals for supplied equipment, as is normal and typical, or is the airport desiring a facility specific O&M manual developed in accordance with the ATA FFO-2004 Airport Fuel Facility Operations and Maintenance Guidance Manual (or other industry standard)?
Answer: The desire is for a facility specific O&M manual in accordance with ATA FFO-2004 but also ensure all O&M manual for specific equipment is also provided.
- 13. Question:** SOW Section I Final Acceptance of Construction Work - the last paragraph lists that maintenance manuals, parts lists and procedures for all systems, equipment and components shall be updated by the Contractor for a period of 10 years. Ongoing updates of equipment manuals and components is not typically required for a Design-Build contractor. Keeping up with ongoing updates for 10 years for all equipment and components

will add significant up-front costs to the project that don't provide any immediate rate of return on the expenditure. Most equipment installed is warranted for 1 year after Substantial Completion. Doing ongoing equipment manual updates would normally be done as part of an ongoing Engineering Support Service (ESS) contract after the fuel facility is constructed. Can the airport confirm if this scope item is required?

Answer: No. Ongoing updates to equipment manuals and components are not required. However, the BAA will require that maintenance manuals and warranty documents be turned over to BAA staff prior to Final Completion.

- 14. Question:** SOW Section E Other Scope Requirements - Paragraph 6 discusses the electrical power systems serving both fuel farms. As the scope relates to electrical coordination with the Utility, we can include this, but can the airport please confirm that the existing service/size/capacity at each farm can support the added improvements? As many elements are being added, we need to differentiate what costs to carry in the design/build costs versus what will be carried by the Authority/Utility. If capacity needs increase, will an increase in Service Capacity be borne by the Authority/Utility?

Answer: Service capacity verification is part of the scope of this project. Design-Build contractor shall assume that sufficient capacity exists for the scope of the project. If capacity needs increase, then the scope will amend via change order for that portion of the project.

- 15. Question:** Please clarify the method of proposal submittal and the number of physical copies (if any) to be supplied. At the pre-submittal meeting, it was stated that three physical copies were required. In Section III.B. of the RFP, it states that five physical copies and one electronic copy (on a flash drive) are required to be submitted.

Answer: Five copies are required along with an electronic copy on a flash drive.

- 16. Question:** What are the allowable on-site workdays and times? (Confirm M-F 5a-5p)

Answer: Work is allowed any day of the week during daylight hours.

- 17. Question:** Please confirm that a site superintendent will be required onsite full-time throughout the duration of the project.

Answer: Yes, a superintendent must be on site any time active work is being done on site.

- 18. Question:** Can the HSSE representative be the same individual as the site superintendent?

Answer: Yes, the HSSE can be the same individual as the site superintendent.

- 19. Question:** Please confirm that the facility currently has a maximum fuel storage of 0.8 days.

Answer: Max usable storage capacity is 2.5 days of average uplift between all fuel farms at the airport. Fuel Farm B and C are responsible for most of the uplift at the airport and have a 1.8 day usable capacity at max fill assuming no transfer from other farms.

- 20. Question:** Please confirm that the facility will make arrangements for temporary bulk storage upon adequate notification from the Design-Build contractor.

Answer: Yes, the airport will make arrangements for temporary bulk storage.

- 21. Question:** What is the maximum allowable downtime for each fuel storage site and, if applicable, for both sites simultaneously?

Answer: Both sites shall not be down simultaneously, this is reason for the phased approach. Max downtime shall be kept an absolute minimum and shall be limited to less than 1 week.

- 22. Question:** What is the minimum required notification for planned system downtime for each scenario listed above?
Answer: 60 days
- 23. Question:** How many Access Badge Signatory Authorities may be assigned to a single contractor?
Answer: Maximum of three (3), dependent upon the number of badge holders.
- 24. Question:** Does each subcontractor need to have its own Access Badge Signatory Authority(ies), or can a higher-tier contractor act as the Signatory Authority for its subcontractor(s)?
Answer: A higher-tier contractor may act as a Signatory Authority for its subcontractors.
- 25. Question:** How long on average are the processes to approve Signatory Authorities and/or access badge applicants? (Is 30 days still the expected time to wait for badge approval?)
Answer: Up to 30 days.
- 26. Question:** How long does the on-site badge applicant training take?
Answer: 2-3 hours
- 27. Question:** How long are the Access ID Badges valid for? (Is it anticipated that badge applicants will need to renew their badges at any point throughout the project duration?)
Answer: One year
- 28. Question:** Will a badged employee be allowed to escort visitors or other unbadged employees?
Answer: Yes. Badged personnel with escorting privileges will be able to escort visitors or other unbadged employees.
- 29. Question:** Is there a separate procedure for authorizing vehicle access to the project area?
Answer: Vehicles accessing the project area fall under the responsibility of the Design-Build contractor and are subject to the requirements defined in the Airport's Contractor Safety and Security Program.
- 30. Question:** What requirements exist for contractor vehicles that enter the restricted areas of the airport?
Answer: See question 29.
- 31. Question:** Do subcontractors need to carry the same insurance coverage as the primary contractor(s)?
Answer: The primary contractor is the responsible party for meeting the insurance requirements for the project.
- 32. Question:** What is the current power capacity being supplied to the existing system?
Answer: Service capacity verification is part of the scope of this project. Design-Build contractor shall assume that sufficient capacity exists for the scope of the project. If capacity needs increase, then the scope will be amended via change order for that portion of the project.
- 33. Question:** What is the current power voltage being supplied to the existing system (e.g., 240-1P, 208-3P, 240-3P)? If the supplied voltage is three phase, is there a dedicated neutral on the power supply?
Answer: Believed to be 240-3P. Uncertain of the neutral on power supply.

34. Question: What is the current power demand of the existing system?

Answer: 230/460 3 Phase

35. Question: Is the fuel system power on its own subpanel, or does it share a main panel with other systems?

Answer: The Farm has a separate panel however it is on a shared service with other airport functions.

36. Question: Does the new fuel system need to interface with any external control or monitoring systems? (i.e., pump control terminals and tank monitoring consoles) If so, what are the physical wiring and communication protocol requirements? Where are the on-site systems located and/or where are the demarcation points to terminate conduits? How will power and/or electrical conduits need to be routed outside the designated project areas?

Answer: Monitoring shall be a new system for both existing and new tanks, and shall communicate to the fuel operator office via wireless link. Existing pump controls are local to each site and shall be integrated with new tanks for Fuel Farm B and separate controls for Fuel Farm C. Conduit routing from local power and controls is the responsibility of the Design-Build contractor.

37. Question: Will the new fuel systems be monitored/controlled by the existing FuelMaster terminals, or will a separate control terminal be installed at each location specifically for the new fuel systems?

Answer: Monitoring shall be a new system for both existing and new tanks, and shall communicate to the fuel operator office via wireless link. Fuel Farm B new tanks will integrate into the existing controls at that site. Fuel Farm C will have a new and separate control system.

38. Question: If new fuel control terminals are supplied and installed, do they need to match the existing FuelMaster terminals?

Answer: No, they do not need to match. Ensure Scully overfill protection system are integrated into the fill stands.

39. Question: If the existing FuelMaster terminals are to be used for the new fuel systems, do they contain the required electronics hardware to support the additional pumps and valves? If not, how many additional of each type of board is required for the existing terminal?

Answer: Design-Build Contractor to verify if FuelMaster at Fuel Farm B can support the added system. If existing FuelMaster system cannot support the new system, coordination with BHM shall be conducted to determine Pros and Cons of expansion or replacement of the control system.

40. Question: Is the installation of additional or improved lighting included in the scope of work? If so, what are the lighting requirements?

Answer: Area lighting is only required for nighttime operations at the loading and unloading stands. General security level lighting is required around the tanks.

41. Question: Has a geotechnical survey been completed for the project area, and will it be provided to prospective Design-Builders prior to submitting proposals for the work?

Answer: No

42. Question: If a geotechnical survey has not been completed, is it considered part of the Design-Build Scope of Work?

Answer: Yes

- 43. Question:** Will the existing topographic surveys be provided in CAD format to the successful Design-Build contractor?

Answer: CAD as shown in the RFP document will be provided for reference only for the successful contractor. The contractor is to verify all information.

- 44. Question:** Is preparation of a revised SPCC Plan part of the scope of work?

Answer: Yes

- 45. Question:** Does the facility have a current SPCC Plan, and will it be provided to the successful Design-Build company?

Answer: Yes

- 46. Question:** Is preparation of a revised SWPPP part of the scope of work?

Answer: Yes

- 47. Question:** Does the facility have a current SWPPP, and will it be provided to the successful Design-Build company?

Answer: Yes

- 48. Question:** Are there any drainage issues that are not readily evident on the supplied topographic maps?

Answer: No known drainage issues in the project scope area at this time.

- 49. Question:** Does the project require regrading to alter or redirect drainage at or around the fuel farm?

Answer: Yes, within 10 feet of all areas of new work.

50. Question: Where do the existing stormwater drains and/or oil/water separator effluents discharge to?

Answer: Farm B



Farm C



51. Question: Which type and size of handheld fire extinguishers are to be provided? (e.g., BC, Purple K, ABC, etc.)

Answer: Type and size shall conform to NFPA requirements and AHJ amendments.

52. Question: Please confirm that a Scully overfill system is not part of the scope of work to be provided at Fuel Farm B, except in Fuel Farm B Alternate Line 1.

Answer: Correct, only for Alternate Line 1 for Fuel Farm B. Fuel Farm C requires a new Scully system.

53. Question: Does the final operations training need to be filmed, or is written documentation of the operation procedures acceptable?

Answer: Filmed

- 54. Question:** What are the required DBE goals for this project?
Answer: No
- 55. Question:** Please confirm that the project is not subject to Buy American or Davis-Bacon.
Answer: No. It is not subject to Buy American or Davis-Bacon.
- 56. Question:** Are the interim design submittals to be 30/60/90/100?
Answer: Yes
- 57. Question:** Can submittals of long-lead time items be expedited outside the submittal review process for other components?
Answer: Yes, and this should be prioritized due to schedule constraints.
- 58. Question:** Who are the environmental and fire protection AHJs for the facility?
Answer: City of Birmingham, Birmingham Airport, and FAA.
- 59. Question:** Where can laydown and storage areas be located near the work areas?
Answer: Laydown areas shall be determined during the design phase, when the BAA will have a better understanding of the project needs.
- 60. Question:** What are the traffic entrance requirements, and where should different class of vehicles enter the secured airport area (e.g., small work trucks, heavy equipment, delivery vehicles, cranes, etc.)
Answer: Traffic entrances and haul routes shall be determined during design phase.
- 61. Question:** Are traffic barricades to be low-profile orange/white with solar/battery powered flashing lights?
Answer: Yes. Traffic barricades will need to be low-profile orange/white with solar/battery powered flashing lights
- 62. Question:** How much notice is required for NOTAMs related to activities such as crane erection?
Answer: Provided the cranes have been cleared via an FAA airspace study, 72-hours' notice is required. If they haven't been cleared, erection of cranes is not permitted.
- 63. Question:** Is additional surveying anticipated for completion of the design project?
Answer: Survey verification of the existing conditions is expected to verify the existing conditions.
- 64. Question:** Are any IFC requirements applicable to this project?
Answer: IFC shall apply where the NFPA 407 does not have coverage.