



*BIRMINGHAM AIRPORT AUTHORITY*

Birmingham-Shuttlesworth International Airport (BHM)  
Birmingham, Alabama

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## **Runway Intersection Drainage Improvements**

FAA AIP No.: 3-01-0014-134-2025

BAA Project No.: AF061

RS&H Project No.: 1048-0210-001

## **ADDENDUM #02**

APRIL 24, 2025

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**RS&H**

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## **ADDENDUM NO. 2**

This Addendum is hereby made a part of the Contract Documents and Specifications of the above-mentioned 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 5) **BY INSERTING ITS NUMBER AND DATE IN THE PROPOSAL FORM.**

### **MODIFICATIONS TO PROJECT MANUAL**

1. None

### **MODIFICATIONS TO PLAN SHEETS**

1. None

### **RESPONSES TO BIDDERS' QUESTIONS**

1. **Question:** Reference sheet C360, item 2 of the Measurement Notes references that all topsoil must be screened. Will we be able to have a screener on site at the staging area shown on sheet G021? If so will we be able to screen the onsite topsoil during normal working hours at the staging area or will that have to take place between midnight and 4:00 AM?

**Answer:** Yes, a screener can be located within the staging area defined on sheet G021. However, all equipment must not exceed the maximum allowable height of 20' AGL as indicated on sheet G021. Any equipment that exceeds this height must be approved by the FAA prior to its setup or use. Approval is not guaranteed.

Topsoil screening can occur during normal daytime working hours, as long as the operation is confined to the staging area and BAA is informed in advance that this work would be occurring. All safety and security requirements of the contract (site access, badging, escorting, FOD control, etc.) would apply to this operation.

2. **Question:** Who will be responsible for the cost of the on-site third-party testing?

**Answer:** The Contractor is responsible for all Quality Control (QC) testing as required by the project specifications. The Owner is responsible for all Quality Acceptance (QA) testing.

3. **Question:** When will the re-striping of the runways and taxiways happen should it be required? Is it during the 40-night duration listed under Phase 3, or will it be additional time on top of that?

**Answer:** Any areas requiring re-striping will be identified in the field by the RPR & BAA and must occur during the 40-night duration of Phase 3.

4. **Question:** When we are excavating for the storm inlets, I imagine that we will not be able to leave the excavation open in between shifts, in lieu of filling it back in with dirt every time, will we be able to cover the hole with a plate? If so are there any specs on something like that?

**Answer:** Excavations for drainage structures located outside of the RSA (S-02, S-03) can be left open, however, they must be properly protected and identified by interlocked, lighted barricades. Open excavations must not compromise the integrity of surrounding buildings, structures, utilities, NAVAIDS, etc.

When installing structure S-01, this area must be RSA compliant each morning (no open excavations, no grade drop-offs greater than 2", etc.). It is up to the contractor's means and methods as to how they achieve RSA compliance. If electing to plate over the excavation, the plate must meet the following minimum requirements: must be installed flush with the surrounding grade, must be anchored or weighed down such that it cannot be dislodged by jet blast or other means, must be designed to allow the safe operation of the heaviest aircraft operating on the runway across the excavation without damaging the aircraft (Boeing 747-8), and a submittal detailing its design must be sent to the Engineer and BAA for review prior to use.

All costs associated with the Contractor's means of maintaining a compliant RSA while installing this inlet shall be considered incidental to the installation of the inlet. No separate measurement or payment will be considered for BAA approved methods of maintaining a compliant RSA.

5. **Question:** Concern: There is only 16ft of overburden to top of rock, due to this, trying to put pressure on the grout pipe/line will blow grout out of the ground. At only 16ft down we feel the correct approach would be to excavate the sink hole to the throat and backfill with rip rap and cap with flowable fill or concrete. Also trying to get a grouting procedure setup per the night time working constraints of 12:00 AM to 4:00 AM with approximately 1 hour of set up time and 1 hour of takedown time wouldn't give us any time to actually work. Is it possible to do any other alternatives to this sink hole remediation?

**Answer:** Due to the location of the sinkhole and the operational restrictions of working with the RSA:

- a) Large, open excavations are not allowed. Grouting is the only allowable remediation method.
- b) All work must be completed in the 4-hour window as outlined in the plans and specifications.

6. **Question:** For the phases 1 & 3 haul route shown on sheet G031, when we restore that area to pre-construction conditions, are we to place topsoil and seed that area, or place sod?

**Answer:** Per Note 7 on sheet G031, turf areas used as haul routes must be restored with topsoil and sod. Haul routes through turf areas must be kept to a minimum so as to not disturb more area than absolutely necessary. These routes should be coordinated and agreed upon with the RPR and BAA.

7. **Question:** What is the maximum weight for the doghouse inlet?

**Answer:** The doghouse inlet must be capable of supporting a 747-8 aircraft. A complete submittal including design calculations will be required prior to fabrication of the structure. Structures shall be designed per FAA AC 150/5320-6G, Appendix B.

8. **Question:** Where did the invert elevations come from for the doghouse inlet? Will there be a chance for the contractor to verify these elevations prior to fabrication of the pre-cast structure?

**Answer:** The proposed invert elevations shown in the plans were calculated using the existing upstream and downstream inverts and the existing slope of the pipe. It is expected that during the submittal review process, prior to the start of construction, the contractor will hand-dig down to the existing pipe at the proposed inlet location and confirm the proposed invert elevations prior to fabrication of the structure. This verification would have to occur at night between the hours of 12:00 AM and 4:00 AM and be coordinated in advance with BAA.

**END OF ADDENDUM NO. 02**