June 3, 2020

VIA QUEST CDN

A.I.P. No. 3-01-0014-104-2020  
Volkert Project No. 1061500.190  
Runway 18-36 & Taxiway ‘G’ Pavement Rehabilitation  
at Birmingham Shuttlesworth International Airport  
Birmingham, Alabama

TO: PLAN HOLDERS

SUBJECT: ADDENDUM NO. 1

Information included in this Addendum No. 1 shall be considered in preparation of the proposal for the above referenced project.

Item 1: Revised Plan Sheets 3, 4, 15, and 16 attached.

Item 2: Notice: The mandatory Pre-Bid Conference will be held virtually. Links to the virtual pre-bid teleconference will be sent to the email addresses provided in QuestCDN system. All prospective bidders are required to attend this conference.

Item 3: Notice: Site visits will still be available, by appointment only, on Thursday, June 11, 2020. Site visits will be scheduled by BAA Operations in one-hour increments from 8 a.m. to 2 p.m., local time and will be limited to one commercially owned vehicle per appointment. No privately-owned vehicles will be allowed. Prospective bidders wishing to make site visit shall schedule appointments with BAA Operations during Pre-Bid Conference or by calling 205-599-0518 by 5 p.m., local time on Tuesday, June 9, 2020.

Receipt of this addendum shall be acknowledged by initialing the acknowledged receipt on Page 00050-1 for proposal consideration.

END ADDENDUM NO. 1

Submitted by:
VOLKERT, INC.

Katie Warren, P.E.
Project Engineer

cc: Jeff Orr, FAA
PRECAUTIONS ARE PROVIDED.

24. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ANY AND ALL ARTIFICIAL LIGHTING UNITS TO SAFELY COMPLETE AND INSPECT THE WORK IN ACCORDANCE WITH VEHICLES FROM CROSSING INTO THESE ZONES.

23. THE CONTRACTOR SHALL AVOID PENETRATING THE SAFETY ZONES AND FAR PAST 77 SURFACES OF THE ACTIVE RUNWAY, SEE SHEET 4 FOR PAST 77 SURFACES.

22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL ARTIFICIAL LIGHTING UNITS TO SAFELY COMPLETE AND INSPECT THE WORK IN ACCORDANCE WITH ALL APPLICABLE AIRPORT REGULATIONS AND STANDARDS TO INSPECT CONSTRUCTION TRAFFIC AND VEHICLES FROM CROSSING INTO THESE ZONES.

21. THE CONTRACTOR WILL BE SUBJECT TO FINES AND PENALTIES AS DETERMINED BY THE OWNER, FAA, TSA, ETC. FOR VIOLATIONS TO THE SAFETY PLAN, AND EQUIPMENT PROPERLY MARKED AND ACTIVELY ENGAGED IN THE WORK WILL BE PERMITTED WITHIN THE AIR OPERATIONS AREA. CONTRACTOR’S PRIVATELY MAINTAINED VEHICLES SHALL MEET THE REQUIREMENTS OF AC 150/5300-13A. NO OPEN TRENCHES OR EXCAVATIONS ARE PERMITTED WITHIN THE RSA OR TSA OF AN ACTIVE RUNWAY OR RUNWAY PROTECTION RAMP (RPR).

20. ALL CONTRACTOR VEHICLES THAT ARE AUTHORIZED TO OPERATE IN THE AOA SHALL OPERATE IN ACCORDANCE WITH AC 150/5210-5, LATEST EDITION. EACH CONTRACTOR’S RESPONSIBILITY TO COORDINATE OFF-SITE ACCESS ROUTES (STATE HIGHWAYS, LOCAL ROADS, ETC.) WITH THE APPROPRIATE CONTRACTOR’S RESPONSIBILITY TO MAINTAIN ENTRANCE TO THE WORK ZONES."
SAFETY NOTES: (CONTINUED FROM SHEET 3)

26. FOR AIRPORT SECURITY REQUIREMENTS, SEE DIVISION II, SECTION 209 OF THE SPECIFICATIONS.

27. FOR ADDITIONAL SAFETY PLAN ITEMS ON THIS PROJECT, SEE DIVISION II, SECTION 209 OF THE SPECIFICATIONS.

28. THE CONTRACTOR SHALL INSPECT THE FOLLOWING ITEMS AT THE END OF EACH WORK DAY:

- RUNWAYS, TAXIWAYS AND APRONS ARE CLEAR OF STRINGS, DUST AND MUD CAUSED BY CONSTRUCTION ACTIVITIES.
- EQUIPMENT, MATERIALS AND VEHICLES ARE PARKED AND SECURED IN THE DESIGNATED STAGING AREA.
- TEMPORARY BARRICADES ARE REMOVED AND STORED IN A SAFE LOCATION WHEN NO LONGER NEEDED.
- THE CONTRACTOR SHALL PROVIDE SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) PER FAA AC 150/5370-2G FOR BAA REVIEW AND APPROVAL BEFORE COMMENCING WORK.

30. PRIOR TO WORK COMMENCING, A SAFETY MEETING SHALL BE HELD WITH FAA, BAA, ENGINEER, CONTRACTOR AND/OR OTHER REQUIRED PARTIES.

31. PRIOR TO WORK COMMENCING, A SAFETY MEETING SHALL BE HELD WITH FAA, BAA, ENGINEER, CONTRACTOR AND/OR OTHER REQUIRED PARTIES.

32. WITHIN THE RUNWAY AND TAXIWAY SAFETY AREAS, SITE GRADING SHALL NOT EXCEED MAXIMUM SLOPES ALLOWED BY AC 150/5300-13A AND OPEN TRENCHES SHALL BE COVERED WITH STEEL PLATES CAPABLE OF CARRYING VEHICULAR TRAFFIC DURING TIMES OF INACTIVITY.

THE RUNWAY(S) AND/OR TAXIWAY(S) TO REMAIN CLOSED. SIGNS ARE OPERATING PROPERLY PRIOR TO OPENING RUNWAY(S) AND/OR TAXIWAY(S). NONFUNCTIONING EDGE LIGHT SYSTEMS AND GUIDANCE SIGNS WILL REQUIRE REPAIR OR REPLACEMENT.

SECTION DURING THE RUNWAY AND/OR TAXIWAY CLOSURES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL EDGE LIGHT SYSTEMS AND GUIDANCE SIGNS SHALL BE COVERED WITH STEEL PLATES CAPABLE OF CARRYING VEHICULAR TRAFFIC DURING TIMES OF INACTIVITY.

- THE AIRPORT MANAGER, ENGINEER AND CONTROL TOWER ARE INFORMED OF THE NEXT DAY'S WORK AS PLANNED.
- TEMPORARY BARRICADES TO REMAIN ARE PROPERLY SECURED AND LIGHTS ARE WORKING.
- TEMPORARY BARRICADES TO REMAIN ARE PROPERLY SECURED AND LIGHTS ARE WORKING.
- UNLESS PREVIOUSLY APPROVED BY THE ENGINEER, ALL BARRICADES SHALL BE WATER FILLED TO PREVENT DISPLACEMENT DURING STRONG WINDS OR POTENTIAL AIRCRAFT JET BLAST.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL BE LIABLE FOR ALL MACHINERY, EQUIPMENT, MACHINERY AND BUILDINGS ON THE SITE.

5. THE CONTRACTOR SHALL PROVIDE LIGHTED RUNWAY CLOSURE X'S AND WILL NOT BE ALLOWED TO UTILIZE THE LIGHT CLOSURE X'S OWNED BY THE BAA (BAA LIGHTED RUNWAY CLOSURE X'S SHALL BE FOR EMERGENCY USE ONLY).

6. ALL BARRICADES SHALL DELINEATE THE AREA TO BE PROTECTED AND BARRICADE LINE SHALL EXTEND TO 10' OFF THE EDGE OF EITHER SIDE OF ANY PAVEMENT.

7. UNLESS PREVIOUSLY APPROVED BY THE ENGINEER, ALL BARRICADES SHALL BE WATER FILLED TO PREVENT DISPLACEMENT DURING STRONG WINDS OR POTENTIAL AIRCRAFT JET BLAST.

DETAIL NOTES:

1. BARRICADES AND POSITION OF BARRICADES SHALL MEET THE REQUIREMENTS OF AC 150/5370-2, LATEST EDITION.

2. BARRICADES ACROSS TAXIWAYS SHALL BE PLACED ADJACENT TO EACH OTHER SO THE MAXIMUM OPENING BETWEEN BARRICADES IS NO GREATER THAN 4'.

3. BARRICADES ACROSS RUNWAYS SHALL BE INTERLOCKED.

4. THERE SHALL BE NO DIRECT PAYMENT FOR FURNISHING, INSTALLING, MAINTAINING OR REMOVAL OF BARRICADES.

5. BARRICADES SHALL INCLUDE FLASHING LIGHTS. LIGHTS SHALL BE BATTERY OPERATED, RED IN COLOR AND OPERATIONAL DURING LOW VISIBILITY.

6. ALL BARRICADES SHALL DELINEATE THE AREA TO BE PROTECTED AND BARRICADE LINE SHALL EXTEND TO 10' OFF THE EDGE OF EITHER SIDE OF ANY PAVEMENT.

RUNWAY END A B C

| 16 | 250 | 844.2 | 54.1 |
| 36 | 250 | 804.4 | 29.1 |
| 6  | 500 | 634.3 | 93.1 |
| 24 | 500 | 650.1 | 93.1 |

NOTES:

1. LIGHTED RUNWAY CLOSURE 'X' SHALL BE IN ACCORDANCE WITH FAA AC 150/5370-2, LATEST EDITION.

2. NO DIRECT PAY FOR LIGHTED RUNWAY CLOSURE X.

3. CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING CLOSURE X'S. MAINTENANCE SHALL INCLUDE ALL MATERIALS, FLUIDS, ETC. REQUIRED TO KEEP EQUIPMENT OPERATIONAL.

4. THE CONTRACTOR SHALL PROVIDE LIGHTED CLOSURE 'X'S AND WILL NOT BE ALLOWED TO UTILIZE THE LIGHT CLOSURE 'X'S OWNED BY THE BAA (BAA LIGHTED CLOSURE 'X'S SHALL BE FOR EMERGENCY USE ONLY)

5. BARRICADES SHALL INCLUDE FLASHING LIGHTS. LIGHTS SHALL BE BATTERY OPERATED, RED IN COLOR AND OPERATIONAL DURING LOW VISIBILITY.

6. ALL BARRICADES SHALL DELINEATE THE AREA TO BE PROTECTED AND BARRICADE LINE SHALL EXTEND TO 10' OFF THE EDGE OF EITHER SIDE OF ANY PAVEMENT.

7. UNLESS PREVIOUSLY APPROVED BY THE ENGINEER, ALL BARRICADES SHALL BE WATER FILLED TO PREVENT DISPLACEMENT DURING STRONG WINDS OR POTENTIAL AIRCRAFT JET BLAST.
1. In locations where milling is required, removal of existing pavement markings shall be subsidiary to Item P-101-5.3.
2. Contractor shall be required to provide adequate surface slope on new pavement to prevent water from ponding.
3. New asphalt surfaces shall be tacked before placing next layer of asphalt.
4. After completion of required cold milling, the contractor shall clean and seal existing cracks in the runway and taxiway, in accordance with FAA Specification P-101. Payment for crack sealing in asphalt surfaces shall be made under Item P-101-5.2, joint and crack repair.
5. The contractor must correct any pavement drop-off that exceeds 1.5" before re-opening runway or taxiways to aircraft, no direct pay.
6. Contractor shall use a material transfer vehicle during all paving operations to transfer the material from the hauling equipment to the paver. Refer to Section P-401-4.4.1 of the contract specifications for more details.
7. Leveling course, if required, shall be paid for under pay Item P-403-1.3, asphalt leveling course. 995 tons of leveling has been set up for use as directed by the engineer.
8. Refer to Sheet 17 for grooving details.
9. The asphalt mix shall be placed in consecutive adjacent lanes having a minimum width of 12.5' and a maximum width of 15', except where edge lanes require less width to complete the area and at transitions locations.
10. The contractor shall not disturb areas beyond 10 feet from the existing edge of pavement. Any damage to areas beyond 10 feet of edge of existing pavement shall be corrected and/or repaired at no cost to the project.
11. Vertical joint at all tie-ins to existing pavement shall be considered a subsidiary obligation of Item P-101-5.3.

**NOTES:**

**ITEM NO.**

**ITEM**

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<th>NO.</th>
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<tbody>
<tr>
<td>1</td>
<td>Existing bituminous pavement (3.0&quot; to 10&quot; thick)</td>
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<tr>
<td>2</td>
<td>Existing bituminous pavement (4.0&quot; to 8.5&quot; thick)</td>
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<tr>
<td>3</td>
<td>P-101-5.3 Colo milling (1.5% - 3%)</td>
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<td>4</td>
<td>P-151-5.2 Joint and crack repair (see Note 4)</td>
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<td>P-853.1 Emulsified asphalt tack coat</td>
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<td>6</td>
<td>P-401-8.1 Bituminous surface course (290 lbs/1000 sq ft)</td>
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<td>7</td>
<td>P-401-8.2 Bituminous leveling course (110 lbs/1000 sq ft) (see Note 7)</td>
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<td>8</td>
<td>T-400-5.1 Topsoiling (from off site) (1.0&quot; compacted thickness) (as needed or as directed by the engineer)</td>
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<td>9</td>
<td>T-604-5.1 Soil bedding (bitumen)</td>
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<td>10</td>
<td>212A-000 Machine grading shoulders</td>
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<td>11</td>
<td>P-621-5.1 Grooving (see Note 8)</td>
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**TYPICAL SECTIONS - RUNWAY 18-36**

**TYPICAL SECTIONS - RUNWAY 18-36**

**DETAIL OF PROPOSED PAVEMENT TIE TO EXISTING**

**NOT TO SCALE**
1. REFER TO SHEET 15 FOR NOTES.

LEGEND

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<tr>
<td>1</td>
<td>P-101-5.1</td>
<td>EXISTING BITUMINOUS PAVEMENT (4.5&quot; TO 6.5&quot; THICK)</td>
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<td>2</td>
<td>P-101-6.2</td>
<td>COLD MILLING (0.5&quot; - 0.75&quot;)</td>
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<td>3</td>
<td>P-401-6.1</td>
<td>ENHANCED ASPHALT TACK COAT</td>
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<td>BITUMINOUS SURFACE COURSE (SBS LIBBEEY NOMINAL)</td>
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<td>5</td>
<td>T-904-5.1</td>
<td>TOOLS CUTTING (FROM OFF SITE) (1&quot; COMPACTED THICKNESS) [AS NEEDED OR AS DIRECTED BY THE ENGINEER]</td>
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<td>P-101-5.1</td>
<td>PAVEMENT REMOVAL (4.5&quot; TO 6.5&quot; THICK)</td>
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<td>7</td>
<td>P-152-4.2</td>
<td>UNDERGROUND EXCAVATION</td>
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<td>P-209-6.1</td>
<td>CRUSHED AGGREGATE BASE COURSE (1&quot; COMPACTED THICKNESS)</td>
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<td>9</td>
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<td>BITUMINOUS Binder Course (SBS LIBBEEY NOMINAL PER LIFT)</td>
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<td>10</td>
<td>P-600-6.1</td>
<td>ENHANCED ASPHALT PRIME COAT</td>
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NOTES:

1. AFTER COMPLETION OF THE PAVING OPERATION, THE CONTRACTOR SHALL CONSTRUCT THE SHOULDERS AS SHOWN IN THE TYPICAL SECTIONS AND THIS DETAIL.
2. MACHINE GRADED SHOULDERS SHALL INCLUDE THE REMOVED VEGETATION FROM THE EXISTING EDGE OF PAVEMENT, GRADING, DISCING, MIXING AND SOIL PREPARATION AS REQUIRED TO PREPARE THE TOPS FOR TOPSOIL AND SODDING.
3. THE CONTRACTOR SHALL MANUFACTURE A PAVEMENT EDGE DROP OF 1/2" THROUGHOUT THE PROJECT.
4. IF REQUIRED, TOPSOIL SHALL BE ADDED OR REMOVED TO BRING SHOULDER INTO CONFORMANCE WITH THE TYPICAL SECTION. TOPSOIL SHALL BE PAID FOR UNDER PAY Item T-905-5.1 TOPSOIL (FROM OFF SITE) (4" COMPACTED THICKNESS) AS NEEDED OR AS DIRECTED BY THE ENGINEER.
5. THE CONTRACTOR SHALL SOD THE AREA ALONG THE RUNWAY AND TAXIWAY REHABILIATION EDGE OF PAVEMENT.
6. PAYMENT SHALL BE MADE UNDER THE FOLLOWING ITEMS:
   - 212A-000 MACHINE GRADED SHOULDERS
   - T-904-5.1 CRUSHED AGGREGATE BASE COURSE (1" COMPACTED THICKNESS)