

June 19, 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. 3

Information included in this Addendum No. 3 shall be considered in preparation of the proposal for the above referenced project.

Item 1: Clarification: Refer to Division I, Section 00030, Subsection 4. Prospective bidders shall print, execute, and submit: only Sections 00050 through 00065. Submission of the entire contract booklet is not required.

Item 2: Notice: The Contractor shall post a badged employee at the access gate being used for ingress/egress. The employee shall act as a guard by vetting the individuals against the Airport's Stop List and ensuring those entering have the proper badge credentials for accessing the AOA. Contractor guard will be supplied with a BAA Operations radio to call the Ops staff member when Contractor personnel need access into the movement area.

Item 3: Question received: What is the duration of the BAA driver training?

Response: Contractors who operate vehicles within the Air Operations Area (AOA) will be required to take virtual non-movement and movement area driver training as part of the overall badging process. All training associated with the badging process can be accomplished within one scheduled session at the Airport's badge office.

Item 4: Question received: Will all dump truck drivers have to go through BAA Airfield driver training?

Response: Dump truck drivers who will be on site for the duration of the project will

be required to take virtual non-movement and movement area driver training as part of the overall badging process.

Item 5: Question received: If a dump truck driver is badged can he act as an escort for other trucks that are unbadged and untrained?

Response: BAA Operations (Ops) will provide escorts in the movement area. If the dump truck driver is badged, he/she will have AOA (non-movement area) driving privileges and can possibly serve as an escort only in the AOA. So, for example, if driver needs to go to the staging area for materials near gate 38 or to the electrical vault, then he/she could drive on their own and serve as an escort to those areas. That said, Ops escorts will be there every step of the way to ensure he/she won't cross an access point that leads into the movement area and to make sure they feel comfortable driving in the AOA.

Item 6: Question received: How many BAA escorts will be available if all trucks must be escorted?

Response: Depending on availability, BAA Ops will provide at least two dedicated escorts throughout the duration of the project. During the pre-construction phase, all stakeholders will determine the best and most efficient way to accomplish a seamless transition for ingress/egress to the project site.

Item 7: Question received: The milling operation is noted to "BEGIN AT THE CENTERLINE OF THE EXISTING PAVEMENT SECTIONS AND TRAVERSE AWAY FROM THE CENTERLINE". Can one entire side of the runway be milled completely before beginning paving or is it the intent that this be a mill and fill operation?

Response: Yes, one entire side can be milled. The intent is to utilize the longitudinal joint at the centerline as the control for milling and paving operation. Once the first asphalt pull is installed at the centerline, the opposite side of the runway and/or taxiway can be milled.

Item 8: Question received: Will the "MILLING IN THE OPPOSITE TRANSVERSE DIRECTION SHALL NOT BEGIN UNTIL THE NEW PAVEMENT HAS BEEN INSTALLED" also apply to the taxiways?

Response: The first asphalt pull shall utilize the longitudinal centerline joint as the control on the depth side of the paver and run slope outward. Once the first asphalt pull is installed, the opposite side may be milled and paved. Same for the taxiways.

Item 9: Question received: Is the intent of the engineer to repair cracks less than 1 ½" with

ASTM D6690 and those greater than 1 ½" by patching? I just want to make sure that the asphalt emulsion/aggregate material will not be required in the scope of P-101-5.2 since it is significantly more expensive and generally has its own pay item.

Response: The Contractor shall base the unit price for P-101-5.2 on cracks less than 1 1/2" throughout.

Item 10: Question received: In generating the 100 calendar days for the schedule and estimated number of days per section was cure time for the joint/crack sealant accounted for? Depending on the temperatures 1 to 2 days is required for the material to cure out so that it is not pulled out of the joint by construction traffic. The 7 days duration for Section A seems aggressive considering this required cure time.

Response: Yes.

Item 11: Question received: Will there be someone designated to marking crack sealing as soon as the milling passes an area? This will be critical to schedule.

Response: The Contractor is responsible for identifying and marking all joints and cracks. Volkert CE&I staff will be onsite to assist with determination in questionable circumstances.

Item 12: Question received: Specifications call for runway lights to be disconnected or covered at the runway temporarily closed. Does "disconnected" mean a hard disconnect of the wiring or can these lights be turned off at a control panel and locked out?

Response: Disconnect shall be defined as turning off the lights at the disconnect panel. The disconnection of any wiring is not allowed.

Item 13: Question received: Claims for adjustment in Time only allow for adjustment if the weather is "unusual or abnormal". If the project starts in September, we can anticipate rain and cold weather during the construction process, which is typical. Will we be allowed adjustment for typical inclement weather whether it is precipitation or temperature related?

Response: Time adjustments will be evaluated as needed during construction of the project. The Contractor is expected to work as expeditiously as possible to accomplish the work within the time allotted. By submitting a bid, the Contractor is committing to perform the work within the time allowed in the Contract.

Item 14: Question received: Is the maximum aggregate size for the leveling 1" even though it is only 110 lbs/sy?

Response: Refer to Section P-401.3.3. Table 2. Aggregate-Asphalt Pavements shall be replaced with Table 2 (Revised Per Addendum 3) shown below.

Table 2. Aggregate (Revised per Addendum 3) - Asphalt Pavements

	BITUMINOUS WEARING SURFACE	BITUMINOUS LEVELING
Sieve Size	Percentage by Weight Passing Sieve	Percentage by Weight Passing Sieve
1 inch (25.0 mm)	100	--
3/4 inch (19.0 mm)	90-100	--
1/2 inch (12.5 mm)	68-88	100
3/8 inch (9.5 mm)	60-82	90-100
No. 4 (4.75 mm)	45-67	58-78
No. 8 (2.36 mm)	32-54	40-60
No. 16 (1.18 mm)	22-44	28-48
No. 30 (600 µm)	15-35	18-38
No. 50 (300 µm)	9-25	11-27
No. 100 (150 µm)	6-18	6-18
No. 200 (75 µm)	3-6	3-6
Minimum Voids in Mineral Aggregate (VMA)¹	14.0	16.0
Asphalt Percent By Total Weight of Mixture:		
Stone or gravel	4.5-7.0	5.5-8.0
Slag	5.0-7.5	7.0-10.5
Recommended Minimum Construction Lift Thickness	3 inch	

Item 15: Question received: Will HMA design and production be based on Marshall hammer or gyratory compactor?

Response: Marshall compactor, Refer to Section P-401.3.3 Job Mix Formula

Item 16: Question received: Will an ALDOT certified HMA design lab be an acceptable substitute for the ASTM D3666 requirement?

Response: No. Refer to Section P-401.3.3 Job Mix Formula

Item 17: Question received: Are the time limits for Section C 0000-0400 or 0000-0500?

Response: Time limits are 0000-0400.

Refer to Division III, Section 80-08, Failure to Complete on Time. Statement 3 (3rd bullet) shall be replaced with the following:

- During nighttime double runway closure, for every hour beyond 4 a.m. that the airport is unable to open due to contractor negligence as noted by Engineer or Owner, **Ten Thousand and 00/100 (\$10,000) per Hour of runway closure** shall be assessed.

Item 18: Question received: Can we cut longitudinal and transverse edges of new pavement with milling machine instead of saw?

Response: Equipment shall be capable of producing a clean, sound, uniform vertical surface for the full depth pavement course.

Item 19: Question received: Can we substitute crusher run stone or crushed agg base for borrow excavation in the patching areas?

Response: The use of crushed aggregate base will be accepted as a replacement for borrow excavation. Crushed aggregate base used as a replacement for borrow excavation shall be in accordance with Section 301, of the ALDOT Standard Specifications for Highway Construction, 2020 Edition, unless otherwise noted. Crushed aggregate base shall be plant mixed. Method of measurement and payment will be in accordance with Division IV, Section 152.

Item 20: Question received: Is it the intent of the plans to use the existing crown line as the control grade?

Response: Yes.

Item 21: Question received: Can surveying/layout be done during the day on night work sections?

Response: Surveying and layout is considered required work and shall be performed in accordance with the safety plans. (i.e., if a section is closed, work is allowed. If a section is open, work is not allowed.)

Item 22: Question received: Is surveying/layout time included in the work time limitations or can this be done before work time starts?

Response: Surveying and layout is considered required work.

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

END ADDENDUM NO. 3

Submitted by:
VOLKERT, INC.



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Project Engineer

cc: Mr. Jeff Orr, FAA
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