

June 23, 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. 4

Information included in this Addendum No. 4 shall be considered in preparation of the proposal for the above referenced project.

Item 1: Notice: The bid opening will be held virtually. Links to the virtual bid opening will be sent to the email addresses provided in QuestCDN system.

Item 2: Question received: The meeting note states that "An NPDES permit is not required for this project." Based on the quantity of sod set up there will be approximately 6.7 acres of disturbed ground during the course of the project, not including staging and stockpile areas. Please provide the information from ADEM showing how this project would be exempt from permitting requirements.

Response: The project is sectioned so that disturbance can stay under 1 acre at a time. If the Contractor elects to sequence his work to disturb more than 1 acre at a time, the Contractor will be responsible for obtaining the applicable permits.

Item 3: Question received: On Plan Sheet 16 – Detail "A" a drop off of 1-1/2" is shown. Based on past work on airport projects this distance is to the top of the sod root mass, is this correct? If it is, can the referenced detail be clarified to show that the actual final soil drop-off depth will be the thickness of the sod root mass, approximately 1", plus 1-1/2" for a total soil drop off of approximately 2-1/2"?

Response: There shall be a 1.5" drop-off measured from finished asphalt grade to top of root mass. The Contractor is responsible for setting elevation of the topsoil to ensure required drop-off.

Item 4: Question received: If excess dirt is generated during machine grading does the Airport have an area where they would want to stockpile this excess soil for future use?

Response: Locations of spoil material to be stockpiled on site will be determined and approved by BAA during construction.

Item 5: Question received: The sod staples mentioned in the pre-bid meeting and the meeting notes are not shown in the drawings or in Specification Section T-904-5.1 Solid Sodding (Bermuda). Please amend the Sod Specification to include these staples.

Response: Sod shall be installed in accordance with T-904 specification. Sod staples are not required. This answer supersedes any previous addendum's content.

Item 6: Question received: Laying sod next to newly installed asphalt that has not had a chance to cool causes the sod to be scalded and damaged, often out several feet from the asphalt. Since the schedule does not allow the several days of cooling that is necessary to prevent this scalding, will the contractor be responsible for any sod that dies next to the asphalt due to the heat problem?

Response: The installation of the sod relative to the installation of the paving shall be coordinated by the Contractor. The Contractor is responsible for the means and methods utilized during the installation and is responsible for all efforts needed to ensure a stable stand of sod.

Item 7: Question received: Starting the project in September will move the completion date into the fall rainy season. Any rain that falls, no matter how minimal, will drain to the machine graded shoulders. What time allowance will be made if the asphalt in an area can be completed but it is too wet to allow the final machine grading of the shoulders and sod installation?

Response: The contractor is expected to complete the work within the allotted time specified in the contract documents. Allowances for additional time are covered in the general provisions of the contract specifications.

Item 8: Question received: If dry concrete saw are used to widen and clean cracks, will water blasting/sand blasting still be required? There will be no slurry or latent contamination to be removed and we typically are not required to do so.

Response: Bidders shall prepare bids based on P-101 specification.

Item 9: Question received: Will the hot air lance be required? Typically on asphalt the high heat has a tendency to vulcanize the asphalt, and that leads to adhesion problems. If there is a vegetation present in the cracks, we would prefer to manually remove it.

Response: Bidders shall prepare bids based on P-101 specification.

Item 10: Question received: P-101-5.4 Removal of Foreign Substances (Paint/rubber) – what exactly does this entail? Are these areas shown on the plans?

Response: This pay item has been set up for removal of existing paint in areas where milling/paving will not occur. Removal and replacement of existing markings beyond milling/paving limits are noted in the plans. Refer to Plan/Profile and/or Marking Plan sheets.

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

END ADDENDUM NO. 4

Submitted by:
VOLKERT, INC.



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Project Engineer

cc: Mr. Jeff Orr, FAA
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