July 24, 2020

VIA QUEST CDN

A.I.P. No. 3-01-0014-104-2020
Volkert Project No. 1061500A.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: Resume of Meeting – Pre-bid Conference on July 23, 2020 attached.

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: Mr. Jeff Orr, FAA
Mr. Marcelo Lima, BAA
Mr. Ocean Boyd, BAA
Mr. Tito Carlo, Volkert, Inc.
July 24, 2020

VIA QUESTCDN

Contract No. 1061500A.190
Runway 18-36 & Taxiway ‘G’ Pavement Rehabilitation
at Birmingham Shuttlesworth International Airport
Birmingham, Alabama

RESUME OF MEETING
PRE-BID CONFERENCE

A pre-bid meeting was held at 2:00 p.m. on July 23, 2020 to provide potential bidders, vendors, suppliers, and interested parties an overview of the proposed project and allow parties to ask questions concerning project specific requirements as it relates to construction of the project. The pre-bid conference was held online due to the gathering restrictions for COVID-19.

The proposed project was reviewed using the attached power point presentation. A summary of the discussion is as follows:

1. Introductions were made. See attached “List of Attendees” for individuals present for the pre-bid conference.

2. Review of Scope
   ➔ This project is a re-bid due to the inflated unit prices received in the first bid as well as the lack of adequate Good-Faith Efforts by the bidders.
   ➔ This project will provide for the rehabilitation of Runway 18-36 and associated connector taxiways at the Birmingham-Shuttlesworth International Airport as the base bid. Rehabilitation of Taxiway ‘G’ is included as Additive Alternate 1.
   ➔ Runway rehabilitation work will consist of milling, crack & joint repair, bituminous asphalt overlay, grooving and markings.
   ➔ Taxiway rehabilitation work will consist of milling, crack & joint repair, localized patching, bituminous asphalt overlay and markings on Taxiway G, connector Taxiways A, B, B1, F, M, and N and access taxiways to 1’ past existing hold lines.
   ➔ Estimated quantities were reviewed.
   ➔ Joint & Crack repair quantity was measured on existing pavement surface and could vary since cracks at surface may not have migrated through down to milling depth.
3. Airport Construction Safety and Phasing Plan

- Safety plans are included in the project plans, refer to Sheets 3 through 12.
- This project will require work to be performed in the runway safety area(s) (RSA) and taxiway safety areas (TSA). All work within the RSAs will require closure of the appropriate runway(s). All work within the TSA will require closure of the appropriate taxiway(s). See Plan Sheets 3 - 12 for details of runway and taxiway closures.
- The Contractor will be required to perform the work as described by the proposed Safety Plans. The runway construction activities will be the first order of work and shall be all work within the RSA. The runway construction activities are divided between Phases 1 and 2.
- The taxiway construction activities shall be all work outside the RSA, and these activities can begin only when all runway activities are completed. The taxiway work is divided between Phases 3 & 4.
- The work zones along Runway 18-36 and Taxiway G are divided into sections. The Contractor shall complete all required work within each section before beginning work within any subsequent section, including milling, joint/crack sealing, paving, machine grading shoulders, installing permanent vegetation, and installing temporary markings. Permanent markings shall be installed after the required 30-day pavement curing period in all sections. All personnel, equipment, material, etc. shall be confined to the construction limits described for each section throughout the project.
- The work area sections are as follows:
  - Section A: Runway 18-36 from RW 36 end to south TOFA of TW A
    - Duration limited to 7 consecutive calendar days for Phase 1.
    - Duration limited to 5 consecutive calendar days for Phase 2.
    - Contractor shall use Gate 38 off 65th Street North to access the Section A work area.
    - Staging area shall be inside Gate 38. Secondary staging area is available inside Gate 41.
    - If Additive Alternate 1 is not awarded, Contractor shall provide temporary access route using RAP or crushed stone to Section A work area.
  - Section B: Runway 18-36 from TW A south TOFA to RW 6-24 south RSA
    - Night work only. Limited to 2200 to 0600 hours, local time.
    - Duration limited to 6 consecutive calendar nights for Phase 1.
    - Duration limited to 2 consecutive calendar nights for Phase 2.
Contractor shall use Gate 38 off 65th Street North to access the Section B work area.

Staging area shall be inside Gate 38. Secondary staging area is available inside Gate 41.

Temporary markings shall be installed within mill & overlay limits of Section B before re-opening to aircraft each morning.

- Section C: Runway 18-36 within the RW 6-24 RSA
  - Night work only. Limited to 0000 to 0400 hours, local time.
  - Requires total airport closure.
  - Total airport closure limited to 0000 to 0400 hours, local time. Outside of this period, Runway 6-24 shall remain open and Runway 18-36 shall remain closed.
  - Duration limited to 3 consecutive calendar nights for Phase 1.
  - Duration limited to 2 consecutive calendar nights for Phase 2.
  - Contractor shall use Gate 1 off East Lake Boulevard to access the Section C work area.
  - Staging area shall be inside Gate 1. Staging area may be utilized and/or occupied by other contractors working inside Air Operations Area (AOA). BAA will coordinate with all contractors to secure adequate space inside Gate 1 for staging.

- Section D: Runway 18-36 from RW 6-24 north RSA to RW 18 end
  - Duration limited to 4 consecutive calendar days for Phase 1.
  - Duration limited to 2 consecutive calendar days for Phase 2.
  - Contractor shall use Gate 1 off East Lake Boulevard to access the Section D work area.
  - Staging area shall be inside Gate 1. Staging area may be utilized and/or occupied by other contractors working inside AOA. BAA will coordinate with all contractors to secure adequate space inside Gate 1 for staging.

- Section E: Taxiway G from RW 36 to access taxiway at Hangar 1
  - Duration limited to 3 consecutive calendar days for Phase 3.
  - Duration limited to 2 consecutive calendar days for Phase 4.
  - Contractor shall use Gate 38 off 65th Street North to access the Section E work area.
  - Staging area shall be inside Gate 38. Secondary staging area is available inside Gate 41.
Section F: Taxiway G from access taxiway at Hangar 1 to access taxiway at Hangar 7

- Section shall be sub-divided so that no more than three access taxiways are closed at one time. Sub-divisions are Section F-I, Section F-II, and Section F-III.
- Closure of Taxiway G within Section F shall be limited to 1900 to 0700 hours, local time.
- Sub-divisions F-II and F-III contain patching locations and will utilize daytime closures that run between consecutive work nights.
- Durations for Section F-I are limited to:
  - Night work only
  - 2 consecutive calendar nights for Phase 3
  - 1 night for Phase 4
- Durations for Section F-II are limited to:
  - 3 consecutive calendar nights/2 days (60 hrs total) for Phase 3
  - 1 night for Phase 4
- Durations for Section F-III are limited to:
  - 3 consecutive calendar nights/2 days (60 hrs total) for Phase 3
  - 1 night for Phase 4
- Contractor shall use Gate 38 off 65th Street North to access the Section F work area.
- Staging area shall be inside Gate 38. Secondary staging area is available inside Gate 41.

Section G: Taxiway G from access taxiway at Hangar 7 to Taxiway F

- Duration limited to 3 consecutive calendar days for Phase 3.
- Duration limited to 2 consecutive calendar days for Phase 4.
- Contractor shall use Gate 29 off 43rd Avenue North to access the Section H work area.
- Staging area shall be inside Gate 38. Secondary staging area is available outside Gate 29.
- Contractor shall place 36” cones as described on the plans to delineate the travel path for construction traffic.

Section H: Taxiway G from Taxiway F to north of Taxiway N

- Duration limited to 2 consecutive calendar days for Phase 3.
Duration limited to 2 consecutive calendar days for Phase 4.

- Contractor shall use Gate 29 off 43rd Avenue North to access the Section H work area.
- Staging area shall be inside Gate 38. Secondary staging area is available outside Gate 29.
- Contractor shall place 36" cones as described on the plans to delineate the travel path for construction traffic.

- NOTAMS will be required for this project. Issuance of required NOTAMS shall be coordinated with the Airport Sponsor.

- Because of the required NOTAMs, the Contractor shall submit his detailed work schedule at least 10 days in advance of starting work. Additionally, all Contractor operations and planned runway and taxiway closures must be coordinated a minimum of 5 days in advance with the Engineer and the BAA Operations. Without sufficient notification, Contractor access to work areas may be limited based on Airport’s operational needs. Additional notification time is needed prior to beginning work in certain sections and is noted as follows:
  - Section C: 21 days
  - Section F: 7 days
  - Section H: 7 days.

- The sequence of work and closure requirements for installation of permanent markings on the runway and taxiways shall be the same as the sequence of work and closure requirements for mill and overlay work on the runway and taxiways.

- The Contractor shall not penetrate the Runway 6-24 Safety Area (RSA) or cross any runway hold lines. The Contractor shall perform the required work so all personnel, trucks, equipment, etc. remain outside the limits of the active RSA. Required work within the RSA or on the runway side of a hold line shall be performed under a runway closure.

- All Contractor vehicles and construction traffic shall remain within the designated construction limits or haul routes. The Contractor shall not cross active runways and taxiways without control tower permission and an escort from BAA Operations. There is a $10,000 fine for crossing any active runway or taxiway. The Contractor is responsible for marking all critical and safety areas adjacent to the construction work areas to prevent personnel and equipment from crossing into these zones.

- Each Contractor vehicle shall be escorted and under the control of one contractor two-way radio operator at all times. Only the essential vehicles and equipment properly marked and actively engaged in the work will be permitted within the AOA. Contractor’s privately owned vehicles may be parked inside Gate 35.
The Contractor will be responsible for providing all traffic control devices and implementation of all runway and taxiway closures in accordance with the safety plans. There will be no direct pay associated with these efforts.

The Contractor shall provide lighted closure X's for the required runway closures and will not be allowed to utilize the lighted closure X's owned by the BAA during construction unless issues arise with contractor provided X's. (BAA lighted closure X's shall be for emergency use only). The Contractor will be responsible for the installation, removal, and maintenance of this equipment throughout the project.

The Contractor shall install temporary taxiway closure X's as described in the plans. Taxiway closure X's must be yellow and must be anchored with weights that are same color as closure X. The Contractor will not be permitted to use runway closure X's in place of taxiway closure X's.

The Contractor shall install low-profile barricades as described in the plans. Low-profile barricades must be placed adjacent to each other with no more than a 4’ maximum opening when placed across taxiways. Low-profile barricades across runways must be interlocked. All barricades must be water filled. The Contractor will be responsible for the installation, removal, and maintenance of this equipment throughout the project.

During the runway and/or taxiway closures, the Contractor shall turn off or cover and ensure no light leakage of all edge lights and guidance signs within the construction limits of each section. It will be the Contractor’s responsibility to ensure that all edge light systems and guidance signs are operating properly prior to opening the runway(s) and/or taxiway(s). Nonfunctioning edge light systems or guidance signs will require the runway(s) and/or taxiway(s) to remain closed.

All elements of the Construction Safety and Phasing Plan shall adhere to the requirements of FAA AC 150/5370-2G, included in Appendix A of the project specifications.

The Contractor shall prepare a Safety Plan Compliance Document (SPCD) for BAA review and approval to commencing work.

4. General Project Requirements

All work shall be in accordance with FAA, ALDOT, and Special Provisions included in the contract documents and specifications. Special attention should be given to requirements described within P-401 concerning asphalt job mix formula and longitudinal joints.

Additive Alternate unit pay items are noted with an “A”.

P-401 specification requires Asphalt Pavement Analyzer test and that binder conform to Performance Grade 76-22. Bidders are encouraged to understand these
requirements prior to bidding. Pavement requirements differ from typical ALDOT pavement specifications.

➔ Contractors should refer to P-401-4.14 Joints for important information related to the construction of longitudinal joints.

➔ The Contractor shall develop a Contractor Quality Control Program (CQCP) and submit it to the Engineer for approval prior to commencing construction. See Item C-100 of the specifications for details. The CQCP shall include at a minimum:
  - QC organization and resumes of key staff
  - Project progress schedule
  - Submittals schedule
  - Inspection requirements
  - QC testing plan
  - Documentation of QC activities and distribution of QC reports
  - Requirements for corrective action
  - Material quality and construction means and methods.

➔ The Contractor shall submit a detailed and complete construction schedule a minimum of 10 days in advance of commencing work. The schedule shall be in CPM or similar format acceptable to the Engineer. No construction may begin until the Contractor’s schedule is approved in writing by the Engineer. The schedule must be present and updated at each weekly progress meeting.

➔ Contractor’s project schedule is not required at time of bidding. However, bidders are encouraged to understand the schedule constraints before submitting bid.

➔ Contractor must complete work in a section before moving to the next section. Maintenance work in a previous section may be allowed, but installation work in previous sections will not.

➔ The Contractor shall verify existing utilities and construction control points prior to the start of construction. The Contractor shall take care not to damage existing utilities. No utility conflicts are anticipated.

➔ Crack sealing is required for all cracks \(\frac{3}{4}''\) or wider.

➔ The asphalt mix shall be placed in consecutive adjacent lanes, beginning at the existing centerline and progressing outward, 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 areas.
  - The runway pavement is approximately 150’ wide which would produce twelve 12.5’ lanes or up to ten 15’ lanes.
- The taxiway pavement is approximately 50’ wide which would produce four 12.5’ lanes.

❖ A material transfer vehicle (MTV) (Shuttle Buggy) will be required. No direct payment.

❖ Where the crown of the existing pavement does not align with the painted runway or taxiway centerline, the crown shall remain in the existing location.

❖ The milled material (RAP) can be hauled offsite by Contractor. Stockpiling of RAP material may be allowed but locations shall be in accordance with FAA requirements and shall have BAA approval prior to stockpiling of any material.

❖ Machine Grading of shoulders will consist of clipping and/or blading existing vegetation and topsoil away from the shoulder and resetting of the existing topsoil upon completion of the paving. In areas where additional topsoil is required to achieve the 1.5” drop off against the new edge of pavement, payment will be covered by item T-905-5.1 provided in the contract.

❖ The Contractor shall sod the area along the runway and taxiways edges of pavement. Seeding is not allowed on this project. All required permanent vegetation must be complete before moving on to the next section of work.

❖ The Contractor shall maintain pavement cleaning equipment on site at all times, in sufficient quantity and capacity to clean all pavements prior to reopening to traffic. This includes both airfield and non-airfield pavements. All airport pavements must be completely free of debris before reopening. The BAA Operations department shall be the sole authority for determining if these pavements may be reopened to traffic.

❖ All materials testing will be conducted by the engineer. Contractor shall provide notice to the Engineer for scheduling testing.

❖ The Contractor shall survey the finished surface of pavement and submit the survey data to the Engineer. Survey must be stamped by a licensed PLS.

❖ Erosion control will be the responsibility of the Contractor. Refer to Plan Sheet 17, Note 24. An NPDES permit is not required for this project.

❖ Temporary markings shall be in accordance with Section P-620 and will be required before opening any pavement to aircraft during the pavement curing period.

❖ The Contractor shall not damage the existing markings to remain adjacent to water-blasting areas. If damaged, the Contractor shall remove and remark the entire marking in accordance with FAA specification P-620 and AC 150/5340-1M at no cost to the Owner.

❖ Contract time shall suspend for 30 days after the required asphalt surface course is complete in all sections to allow for pavement curing prior to installation of permanent markings. If Contractor finishes all runway work before 30 day curing
period has elapsed in first section of work, Engineer can inspect pavement for grooving work to possibly begin early.

BECC, Inc. will be providing quality assurance for the Owner. Volkert will be providing construction inspection for the Owner.

5. Proposal, Bond, and Insurance Requirements

Project Time is 100 calendar days (60 calendar days for Base Bid; 40 calendar days for Additive Alternate 1) with liquidated damages as follows:

- $1,000.00 per calendar day for each and every consecutive calendar day elapsing between the date fixed for substantial completion of the work and the date substantial completion is achieved.
- $500.00 per calendar day in excess of 45 calendar day elapsing after actual substantial completion is achieved and final completion.
- 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, $10,000.00 per hour will be assessed.

All procurement, submittals, rain days, holidays, shipping and delivery, installation, set-up etc. are included in the calendar days noted.

Bidders are urged to review the Insurance Requirements described in Division II, Section 00280 of the contract.

Bidders are urged to review Division I, Section 00030 titled “Instruction to Bidders” of the contract documents before completing and executing the proposal.

Bidders must have valid license issued from Alabama State Licensing Board for General Contractors and must show license number on outside of bid proposal envelope. Bids cannot be opened without that information.

Bid Guaranty shall be submitted with proposal. Bid guaranty shall be at least 5% of the total bid price. (Bid guaranty is NOT capped.)

No bid shall be withdrawn for a period of 90 days.

Equipment height must be entered on bid form.

Bids packages must be received by BAA office by 1 p.m. local time on Monday, August 3, 2020. Bids will be marked with date and time received.

Bid packages must be addressed to Mr. Marcelo Lima, be clearly marked “BID” and have project name and general contractor license number marked on outside of bid envelope.

All questions shall be sent to Volkert in the form of an email.

- Deadline for questions: Thursday, July 30, 2020 @ 1:00 p.m. (Central).
Bids will be opened and read aloud at 2:00 p.m. (local time), Monday, August 3, 2020. Bid opening will be conducted virtually. A link to attend bid opening will be emailed to the plan holders’ email addresses provided in QuestCDN 24 hours prior to bid opening time.

6. Security

The Contractor will be required to have several key personnel attend SIDA/Driver training in order to become badged at the airport and obtain escorting privileges. Not all Contractor personnel are required to take the training, but those reporting to the site on a daily basis should be badged. Contractor personnel without badges must be escorted by badged Contractor personnel at all times when within the AOA.

Contractors are required to be the authorized signatory for all badges issued under them. If numerous subcontractor employees are expected, it is recommended to have subcontractor(s) have their own authorized signatory for badges (in lieu of the prime being responsible for all subcontractor badges).

The Contractor should have list of those needing badges by or before the pre-construction meeting.

Badging requires: BAA training, fingerprinting and FBI/TSA background check. Badging process can take up to 2 weeks.

Total price for badge is $33.00. (Security Threat Assessment (STA) check required: $8.00, Training & Badging: $25.00 at time of badging)

Contractor will be responsible for monitoring and controlling access through the access gates.

Bidders should review Division II, Sections 200 & 203 for additional safety and security requirements.

7. Schedule

Bids Due: 1:00 p.m., August 3, 2020
Bid Opening: 2:00 p.m., August 3, 2020
Contract Award: August 2020
Start Construction: October 2020

8. DBE and Labor Requirements

The DBE Goal for this project is 25%.
All DBE contractors must be certified by the Alabama Unified Certification Program (ALUCP) at the time the bid is received. BAA certified DBE contractors can be found at www.flybirmingham.com under “About BHM”, then selecting “DBE” link on left or by searching the ALDOT website (www.dot.state.al.us).

Contractors shall complete and submit plan for utilization of DBE businesses (Division I, Sections 00054 - 00056) with the bid packet. Both the Prime and DBE sub must sign the SAME copy of the DBE letter of intent (Division I, Section 00054). This letter of intent is to be included in the bid submittal and will become part of the contract.

Bidders are highly encouraged to meet prescribed DBE goal of 25%.

In the event the DBE goal of 25% is not achieved, the Contractor shall provide adequate proof of a good faith effort(s) with the bid packet (Division I, Section 00056). Good faith effort(s) can be documented with emails from unavailable DBE firms and should be included with the bid submission package. BAA reserves the right to decide if documented good faith efforts are adequate for project award.

Ms. Diane Gillam is the BAA’s DBE coordinator and is available to assist Contractor’s in finding ALUCP-certified DBE firms. Her contact information is: dgillam@flybirmingham.com and (205) 599-0522.

Contractors should review requirements described in Division II, Section 00270 of the contract documents for additional information concerning DBE requirements.

Davis-Bacon requirements are included in the contract. Certified payrolls will be required and wage rate interviews will be conducted.

9. Miscellaneous

Bidders should note that this is not a tax-exempt project.

This project will require the Prime Contractor to possess a valid Alabama General Contractor’s License with Heavy Railroad (HRR) and/or appropriate Heavy Railroad Specialty (HRR-S) at the time of award. HRR and/or HRR-S are not required at time of bid. However, bidders need to be able to obtain endorsement soon after bid opening, if selected.

Mobilization shall not exceed 10% of the total project cost.

Site visits will still be available, by appointment only, on Friday, July 24, 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 by 5 p.m., local time on Thursday, July 23, 2020. Operations contact is Mr. Matthew Nelson, (205) 381-8211.
All questions should be addressed to Mr. Harold “Hank” Eubanks and delivered via email to Harold.Eubanks@volkert.com. Response to questions will be via an addendum distributed to all plan holders via QuestCDN website.

Submitted by:

Harold Z. Eubanks, P.E.
Project Manager

HZE/
cc:  All Attendees
     Mr. Tito Carlo, Volkert, Inc.
# Birmingham-Shuttlesworth International Airport

**Project No.** 1061500A.190  
**A.I.P. No.** 3-01-0014-104-2020  
**Project Description:** Runway 18-36 & Taxiway 'G' Pavement Rehabilitation  
at Birmingham-Shuttlesworth International Airport, Birmingham, AL

## Pre-Bid Meeting (Video Conference)

**July 23, 2020 @ 2:00 p.m.**

### Attendees

<table>
<thead>
<tr>
<th>Name</th>
<th>Company</th>
<th>Phone No.</th>
<th>Email</th>
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<tbody>
<tr>
<td>Harold Eubanks</td>
<td>Volkert, Inc</td>
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Rehabilitate Runway 18-36 & Taxiway ‘G’ at Birmingham-Shuttlesworth International Airport, Birmingham, AL

July 23, 2020
Agenda

- Review of Scope
  - Runway Base Bid
  - Taxiway Alternate 1
- Airport Construction Safety and Phasing Plan
- General and Project Specific Requirements
- Proposal, Bond, and Insurance Requirements
- Security
- Schedule
- DBE & Labor Requirements
- Miscellaneous
Project Scope

- Rehabilitate Runway 18-36 & Taxiway ‘G’
  - Nominal 3” Mill & Overlay
  - Joint & Crack Sealing
  - Shoulder Redressing
  - Grooving (Runway Only)
  - Airfield Markings
  - Reconstruct Isolated Taxiway Pavement (Additive Alternate 1 only)

- Approximate Quantities (Base Bid / Additive Alternate 1)
  - FAA Bituminous Asphalt: 26,820 Tons / 7,850 Tons
  - Milling (0.0-3.0” Depth): 159,530 SY / 45,390 Tons
  - Joint & Crack Repair: 140,100 LF / 50,120 LF
  - Grooving: 119,800 SY
  - Airfield Markings: 195,440 SF / 20,690 SF
BASE BID

Runway Construction (40 Days)
- Phase 1, (30 Days)
  - Mill, Pave, Temp Mark, Shoulder Redress
- Phase 2, (10 Days)
  - Groove, & Perm Markings
- Sections A, B, C, & D
  - Work in Multiple Sections IS NOT Allowed

ADDITIVE ALTERNATE 1

Taxiway Construction (40 Days)
- Phase 3, (30 Days)
  - Mill, Patch, Pave, Temp Mark, Shoulder Redress
- 30 Day Curing Period
- Phase 4 (10 Days)
  - Perm Markings
- Sections E, F, G, & H
  - Work in Multiple Sections IS NOT Allowed
RW Construction Phase 1, Section D (Base Bid)
TW Construction Phase 3, Section E (Add. Alt. 1)
TW Construction Phase 3, Section F (Add. Alt. 1)
Safety Plan - Notes

- Working Inside/Outside the Runway Safety Areas (RSA)
- Contractor Personnel and Equipment Shall Be Confined to the Work Area
- Vehicle Escorting and Radio Operator
- Traffic Control Responsibilities
- Runway / Taxiway Edge Lights
- FAA AC 150/5370-2G (Operational Safety on Airports During Construction)
General Project Notes

- All work shall be in accordance with FAA, ALDOT, and Special Provisions included in Contract Documents. Special attention should be given to P-401.
  - Asphalt Binder shall be 76-22
  - Pavement Analyzer Test
- Contractor shall develop a CQCP.
- Contractor Construction Schedule
- Contractor shall verify control points.
- Minimum paving width = 12.5’; Maximum paving width = 15’
- Shuttle Buggy will be required.
- Crown shall remain in existing location.
- Machine Graded Shoulders and Permanent Stabilization (Sod)
- Pavement Cleaning Equipment
- Contractor shall survey finished pavement surface.
Proposal, Bond & Insurance Requirements

- Project Time = 100 Calendar Days (60 Base Bid, 40 Add. Alt. 1)
  - Liquidated Damages
    - $1000.00 / From Contract Time expiration to Substantial Completion
    - $500.00 / From Substantial Completion to Final Acceptance
    - $10,000.00 / Double Runway Closure

- Insurance Requirements – Division II, Section 00280
- Instruction to Bidders – Division I, Section 00030
- Bid Guaranty = 5% of total bid price
- Bid Expiration = 90 days
Proposal, Bond & Insurance Requirements

- Deadline for questions – Thursday, July 30, @ 1:00 P.M.
- Deadline for Bid Submission – Monday, August 3, 2020 @ 1:00 P.M.
- Bid Opening (Virtual) – Monday, August 3, 2020 @ 2:00 P.M.
Security

- SIDA/Driver Training
  - Contractor personnel to complete SIDA/Driver Training.
  - Unbadged personnel will require escorts, including delivery vehicles
  - Badging Requirements and Cost

- Contractor required to keep all activities within the construction limits described in each phase.
DBE & LABOR REQUIREMENTS

- DBE Goal: 25%
- DBE Contractors Must Be Certified By ALUCP
- DBE Utilization Is Required With Bid Submission
- Good Faith Effort
- Davis-Bacon Wages Rates Apply
- Contractor Payrolls Are Required
Miscellaneous

- No Tax-Exempt Status
- Heavy Railroad (HRR) License or Heavy Railroad Specialty (HRR-S) required prior to award.
- Mobilization shall not exceed 10% of total project cost.
- Site Visits – Friday, July 24, 2020
  - Schedule with Mr. Matthew Nelson – (205) 381-8211
  - Commercially owned vehicles only (no private vehicles allowed)

All questions shall be addressed to Harold Eubanks, P.E. via email by Thursday, July 30 @ 1 p.m.: Harold.Eubanks@Volkert.com
QUESTIONS ?