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## **ADDENDUM NO. 1**

**Date:** 03-22-24  
**Project Name:** Runway 16/34 Pavement Maintenance  
**Owner:** Shelby County Commission  
**Garver Project No.** 2302455

This addendum shall be a part of the Plans, Contract Documents and Specifications to the same extent as though it were originally included therein, and it shall supersede anything contained in the Plans, Contract Documents, and Specifications with which it might conflict. This addendum, including all attachments, shall become part of the Contract and all provisions of the Contract shall apply thereto. The time provided for completion of the Contract has not been changed as noted in this addendum. Acknowledgement of receipt of this addendum must be noted in the appropriate section of the Bid Form and included with the Contract Documents.

### **A. GENERAL INFORMATION**

1. The contract Calendar Days are hereby increased to 14 Calendar Days.
2. The contract Working Hours are hereby changed to 7:30 AM – 4:30 PM, daily.
3. Site photos displayed during the Pre-Bid meeting are now available upon request. All requests for site photos should be addressed to Will Haley at [WUHaley@GarverUSA.com](mailto:WUHaley@GarverUSA.com). The contractor shall make no assumptions that these images will in any way be a substitute for an in-person site inspection. As stated in the plans and specifications the contractor is responsible for verifying all work item locations and requirements prior to bidding.
4. Any aerial background photos within the plans are included only as a visual reference and may be subject to errors. The contractor shall make no assumptions that these images will in any way be a substitute for an in-person site inspection. As stated in the plans and specifications the contractor is responsible for verifying all work item locations and requirements prior to bidding.

5. The contractor shall utilize the airport owned, battery operated, lighted runway closure X's. The use of vinyl X's provided by the contractor will not be considered for the project.
6. Requirements for stain and algae resistant paint under item P-620 Runway and Taxiway Marking shall comply with the manufacturer's recommendations for stain and algae resistant paint for this location.
7. No on-site water will be available for the contractor's use. The contractor is responsible for sourcing, metering, and paying for their own nearby water source. An "Alabaster Water" owned hydrant can be located near the north access gate.
8. No permanent on-site material waste will be allowed. The contractor may temporarily store waste materials within the staging area limits until it is efficiently able to be wasted off-site.

## **B. SPECIFICATIONS**

1. Revise Section 00 72 00 – FAA General Provisions as follows:
  - a. Revise paragraph 80-08 by deleting "7 calendar days" and replacing with "14 calendar days" within the table.
2. Revise Section SS-120 – Construction Safety, Security, and Site Management as follows:
  - a. Revise paragraph 120-1.1 & 120-2.1 by removing the use of vinyl runway closure X's and implementing the use of lighted runway closure X's
    - (a) See attached item SS-120.
3. Revise Section P-101 – Surface Preparation as follows:
  - a. Revise paragraph 101-3.8 by deleting information regarding preparation and sealing of joints in rigid pavement.
    - (a) See attached item P-101.
  - b. Revise paragraph 101-3.9 by referencing specification P-605 for additional preparation and sealing of cracks in flexible pavement information.
    - (b) See attached item P-101.
4. Revise Section P-605 – Joint Sealants For Concrete Pavements as follows:

- a. Revise paragraph 605-3.2 by removing the use of any hand operated tools.
  - (a) See attached item P-605.
  
- b. Revise paragraph 605-3.3b by limiting crack cleaning operation to tractor-mounter routing equipment or concrete saw.
  - (a) See attached item P-605.

**C. Attachments**

Specifications

SS-120 – Construction Safety, Security, and Site Management

P-101 – Preparation and Removal of Existing Pavements

P-605 – Joint Sealants for Pavements

Pre-Bid Meeting Agenda

(Attached for informational purposes only and shall not be considered a contract document)

Pre-Bid Meeting Attendance

(Attached for informational purposes only and shall not be considered a contract document)

END OF ADDENDUM NO. 1

**ITEM SS-120 CONSTRUCTION SAFETY, SECURITY, AND SITE MANAGEMENT**

**DESCRIPTION**

**120-1.1** This item covers safety, security, and site management for construction of the proposed improvements.

The attention of the bidder is directed to the necessity for careful examination of the entire project site to determine, at the time of bid preparation, the full extent of work to be done under the item " Construction Safety, Security, and Site Management."

The item "Construction Safety, Security, and Site Management" shall include:

1. Lighted Barricades and Closed Runway Lighted X's
2. Airport Security Requirements
3. Airport Safety Requirements
4. Contractor's Access/Haul Routes
5. Contractor's Staging Area
6. Clean-Up

**CONSTRUCTION METHODS**

**120-2.1 Lighted barricades and closed runway lighted X's.**

a. The Contractor shall furnish, install, maintain, and remove lighted low-profile aircraft barricades and lighted X's to delineate airfield pavement closures in accordance with details on the plans and as directed by the Engineer. The Contractor shall follow runway closure and reopening procedures as described in the construction safety and phasing plan. All pavement closure items shall be constructed in accordance with AC 150/5370-2G Operational Safety on Airports During Construction.

b. All work involved in the furnishing, installation, maintenance, and removal of lighted barricades and closed runway lighted X's will not be measured for separate payment but will be considered subsidiary to the bid item "Construction Safety, Security, and Site Management."

**120-2.2 Airport security requirements.** The Contractor shall abide by the Airport Security requirements that are outlined in the Construction Safety and Phasing Plan (CSPP). Any costs associated with the Airport Security requirements will not be measured for separate payment but will be considered subsidiary to the bid item " Construction Safety, Security, and Site Management."

**120-2.3 Airport safety requirements.** The Contractor shall abide by the Airport Safety requirements that are outlined in the Construction Safety and Phasing Plan (CSPP). All costs associated with the Airport Safety requirements will not be measured for separate payment but will be considered subsidiary to the bid item "Construction Safety, Security, and Site Management."

**120-2.4 Contractor's Access/Haul Routes.** The Contractor shall layout, construct, maintain, and repair all access/haul roads needed to construct the work. The existing access roads shown on the plans shall be repaired, as determined necessary by the Engineer, at the close of the project. All such work, including all materials and labor, involved in the layout, construction, maintenance, and repair of the Contractor's access/haul roads will not be measured for separate payment but will be considered subsidiary to the bid item " Construction Safety, Security, and Site Management."

**120-2.5 Contractor's Staging Area.** The areas designated in the plans or by the Engineer as the Contractor's staging area shall be cleared and graded by the Contractor as needed for use by the Contractor in constructing the work on this project. All areas used or otherwise occupied by the Contractor for his operations shall be cleaned, regraded, and seeded, as directed by the Engineer, prior to the final acceptance of the project by the Airport. All work involved in the preparation and restoration of areas used or occupied by the Contractor, including clearing, grubbing, regrading, seeding, and installing and removing fence, will not be measured for separate payment but will be considered subsidiary to the bid item "Construction Safety, Security, and Site Management."

**125-2.1 Clean-Up.** The Contractor shall clean up the site daily in order that the site presents a neat appearance and that the progress of work, or aircraft operations, will not be impeded. Pavement shall be swept and/or vacuumed and approved by the RPR prior to runway reopening.

A clean up shall directly precede the final inspection. Immediately following acceptance of the work by the Owner, the Contractor shall remove all temporary equipment, surplus materials, and debris resulting from his operations, and leave the site in a condition fully acceptable to the Owner.

#### **MEASUREMENT AND PAYMENT**

**120-3.1** Construction safety, security, and site management will be measured as a lump sum complete item. Work completed and accepted under this item will be paid for at the contract lump sum price bid for " Construction Safety, Security, and Site Management ", which price shall be full compensation for furnishing all labor, tools, equipment and incidentals necessary to complete the work.

Periodic payments will be made under this item in proportion to the amount of work accomplished, as determined by the Engineer.

Payment will be made under:

Item SS-120-3.1	Construction Safety, Security, and Site Management - per Lump Sum
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**END OF ITEM SS-120**

## ITEM P-101 PREPARATION/REMOVAL OF EXISTING PAVEMENTS

### DESCRIPTION

**101-1.1** This item shall consist of preparation of existing pavement surfaces for overlay, surface treatments, removal of existing pavement, and other miscellaneous items. The work shall be accomplished in accordance with these specifications and the applicable plans.

**101-1.2** *Limits pavement maintenance areas are estimated in the plans. Actual limits of the required work items shall be coordinated with the Engineer prior to construction.*

### EQUIPMENT AND MATERIALS

**101-2** All equipment and materials shall be specified here and in the following paragraphs or approved by the Resident Project Representative (RPR). The equipment shall not cause damage to the pavement to remain in place.

### CONSTRUCTION

#### **101-3.1 Removal of existing pavement.**

The Contractor's removal operation shall be controlled to not damage adjacent pavement structure, and base material, cables, utility ducts, pipelines, or drainage structures which are to remain under the pavement.

**a. Concrete pavement removal.** Full depth saw cuts shall be made perpendicular to the slab surface. The Contractor shall saw through the full depth of the slab including any dowels at the joint, removing the pavement and installing new dowels as shown on the plans and per the specifications. Where the perimeter of the removal limits is not located on the joint and there are no dowels present, the perimeter shall be saw cut the full depth of the pavement. The pavement inside the saw cut shall be removed by methods which will not cause distress in the pavement which is to remain in place. If the material is to be wasted on the airport site, it shall be reduced to a maximum size of [N/A – disposed off-site]. Concrete slabs that are damaged by under breaking shall be repaired or removed and replaced as directed by the RPR.

The edge of existing concrete pavement against which new pavement abuts shall be protected from damage at all times. Spall and underbreak repair shall be in accordance with the plans. Any underlying material that is to remain in place, shall be recompact and/or replaced as shown on the plans. Adjacent areas damaged during repair shall be repaired or replaced at the Contractor's expense.

**b. Asphalt pavement removal.** Asphalt pavement to be removed shall be cut to the full depth of the asphalt pavement around the perimeter of the area to be removed. If the material is to be wasted on the airport site, it shall be broken to a maximum size of [N/A – disposed off-site] inches.

**c. Repair or removal of Base, Subbase, and/or Subgrade.** All failed material including surface, base course, subbase course, and subgrade shall be removed and repaired as shown on the plans or as directed by the RPR. Materials and methods of construction shall comply with the applicable sections of these specifications. Any damage caused by Contractor's removal process shall be repaired at the Contractor's expense.

**101-3.2 Preparation of joints and cracks prior to overlay/surface treatment.** Remove all vegetation and debris from cracks to a minimum depth of 1 inch. If extensive vegetation exists, treat the specific area with a concentrated solution of a water-based herbicide approved by the RPR. Fill all cracks greater than 1/4 inch wide with a crack sealant per ASTM D6690. ~~The crack sealant, preparation, and application shall be compatible with the surface treatment/overlay to be used.~~ To minimize contamination of the asphalt with the crack sealant, underfill the crack sealant a minimum of 1/8 inch, not to exceed 1/4 inch. Any excess joint or crack sealer shall be removed from the pavement surface.

**a. Soil Sterilants.** Soil sterilants shall contain Bromacil or Prometone and shall be approved by the Engineer. Application rates shall be in accordance with the manufacturer's recommendations.

**b. Crack Preparation.** A high temperature compressed air lance shall be used at all times to blast out any vegetation, dirt, dampness and loose materials from the cracks. Existing crack sealant which is deteriorated shall be removed as directed by the Engineer. The high velocity hot air shall be not less than 2,000 °F in temperature. The air lance shall operate in a no flame impingement condition and shall have a directional controlled velocity of 330-fps minimum and a combustion temperature at ignition of no less than 2,000 °F.

**101-3.3 Removal of Foreign Substances/contaminates prior to remarking.** Removal of foreign substances/contaminates from existing pavement that will affect the bond of the new treatment shall consist of removal of rubber, fuel spills, oil, crack sealer, at least 90% of paint, and other foreign substances from the surface of the pavement. Areas that require removal are designated on the plans and as directed by the RPR in the field during construction.

High-pressure water shall be used. ~~If chemicals are used, they shall comply with the state's environmental protection regulations.~~ Removal methods used shall not cause major damage to the pavement, or to any structure or utility within or adjacent to the work area. Major damage is defined as changing the properties of the pavement, removal of asphalt causing the aggregate to ravel, or removing pavement over 1/8 inch deep. If it is deemed by the RPR that damage to the existing pavement is caused by operational error, such as permitting the application method to dwell in one location for too long, the Contractor shall repair the damaged area without compensation and as directed by the RPR.

Removal of foreign substances shall not proceed until approved by the RPR. Water used for high-pressure water equipment shall be provided by the Contractor at the Contractor's expense. No material shall be deposited on the pavement shoulders. All wastes shall be disposed of in areas indicated in this specification or shown on the plans.

**101-3.4 Concrete spall or failed asphaltic concrete pavement repair.**

**a. Repair of concrete spalls in areas to be overlaid with asphalt.** The Contractor shall repair all spalled concrete as shown on the plans or as directed by the RPR. The perimeter of the repair shall be saw cut a minimum of 2 inches outside the affected area and 2 inches deep. The deteriorated material shall be removed to a depth where the existing material is firm or cannot be easily removed with a geologist pick. The removed area shall be filled with asphalt mixture with aggregate sized appropriately for the depth of the patch. The material shall be compacted with equipment approved by the RPR until the material is dense and no movement or marks are visible. The material shall not be placed in lifts over 4 inches in depth. This method of repair applies only to pavement to be overlaid.

**b. Asphalt pavement repair.** The Contractor shall repair all spalled concrete ~~as shown on the plans or by use of P-608 sealcoat and~~ as directed by the RPR. The failed areas shall be removed as specified in paragraph 101-3.1b. All failed material including surface, base course, subbase course, and subgrade shall be removed. Materials and methods of construction shall comply with the applicable sections of these specifications.

**101-3.5 Cold milling.** Milling shall be performed with a power-operated milling machine or grinder, capable of producing a uniform finished surface. The milling machine or grinder shall operate without tearing or gouging the underlying surface. The milling machine or grinder shall be equipped with grade and slope controls, and a positive means of dust control. All millings shall be removed and disposed off airport property. If the Contractor mills or grinds deeper or wider than the plans specify, the Contractor shall replace the material removed with new material at the Contractor's Expense.

**a. Patching.** The milling machine shall be capable of cutting a vertical edge without chipping or spalling the edges of the remaining pavement and it shall have a positive method of controlling the depth of cut. The ~~RPR-Contractor~~ shall layout the area to be milled with a straightedge in increments of 1-foot widths. *The Contractor's layout shall be approved by the RPR prior to beginning milling operations.* The area to be milled shall cover only the failed area. Any excessive area that is milled because the Contractor doesn't

have the appropriate milling machine, or areas that are damaged because of his negligence, shall be repaired by the Contractor at the Contractor's Expense.

**b. Profiling, grade correction, or surface correction.** The milling machine shall have a minimum width of 7 feet and it shall be equipped with electronic grade control devices that will cut the surface to the grade specified. The tolerances shall be maintained within +0 inch and -1/4 inch of the specified grade. The machine must cut vertical edges and have a positive method of dust control. The machine must have the ability to remove the millings or cuttings from the pavement and load them into a truck. All millings shall be removed and disposed of off the airport.

**c. Clean-up.** The Contractor shall sweep the milled surface daily and immediately after the milling until all residual materials are removed from the pavement surface. Prior to paving, the Contractor shall wet down the milled pavement and thoroughly sweep and/or blow the surface to remove loose residual material. Waste materials shall be collected and removed from the pavement surface and adjacent areas by sweeping or vacuuming. Waste materials shall be removed and disposed off Airport property.

**101-3.6. Preparation of asphalt pavement surfaces prior to surface treatment.** Existing asphalt pavements to be treated with a surface treatment shall be prepared as follows:

**a.** Patch asphalt pavement surfaces that have been softened by petroleum derivatives or have failed due to any other cause. Remove damaged pavement to the full depth of the damage and replace with new asphalt pavement similar to that of the existing pavement in accordance with paragraph 101-3.4b.

**b.** Repair joints and cracks in accordance with paragraph 101-3.2.

**c.** Remove oil or grease that has not penetrated the asphalt pavement by scrubbing with a detergent and washing thoroughly with clean water. After cleaning, treat these areas with an oil spot primer.

**d.** Clean pavement surface immediately prior to placing the surface treatment so that it is free of dust, dirt, grease, vegetation, oil or any type of objectionable surface film.

**101-3.7 Maintenance.** The Contractor shall perform all maintenance work necessary to keep the pavement in a satisfactory condition until the full section is complete and accepted by the RPR. The surface shall be kept clean and free from foreign material. The pavement shall be properly drained at all times. If cleaning is necessary or if the pavement becomes disturbed, any work repairs necessary shall be performed at the Contractor's expense.

**101-3.8 Preparation of Joints in Rigid Pavement prior to resealing.** ~~Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound, moisture and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method used cleans the joint and does not damage the joint. Not used.~~

**101-3.8.1 Removal of Existing Joint Sealant.** ~~All existing joint sealants will be removed by plowing or use of hand tools. Any remaining sealant and or debris will be removed by use of wire brushes or other tools as necessary. Resaw joints removing no more than 1/16 inch from each joint face. Immediately after sawing, flush out joint with water and other tools as necessary to completely remove the slurry. Not used.~~

**101-3.8.2 Cleaning prior to sealing.** ~~Immediately before sealing joints shall be cleaned by removing any remaining laitance and other foreign material. Allow sufficient time to dry out joints prior to sealing. Joint surfaces will be surface dry prior to installation of sealant. Not used.~~

**101-3.8.3 Joint sealant.** ~~Joint material and installation will be in accordance with Item P-605. Not used.~~

**101-3.9 Preparation of Cracks in Flexible Pavement prior to sealing.** Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound, moisture and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, the method used cleans the cracks and does not damage the pavement.



**101-3.9.1 Preparation of Crack.** Widen crack with router or random crack saw by removing a minimum of 1/16 inch from each side of crack. Immediately before sealing, cracks will be blown out with a hot air lance combined with oil and water-free compressed air. *See item P-605 for additional crack preparation information.*

**101-3.9.2 Removal of Existing Crack Sealant.** Existing sealants will be removed by routing or random crack saw. Following routing or sawing any remaining debris will be removed by use of a hot lance combined with oil and water-free compressed air. *See item P-605 for additional sealant removal information.*

**101-3.9.3 Crack Sealant.** Crack sealant material and installation will be in accordance with Item P-605.

**101-3.10 Removal of Pipe and other Buried Structures.**

a. **Removal of Existing Pipe Material.** Not used.

b. **Removal of Inlets/Manholes.** Not used.

**METHOD OF MEASUREMENT**

**101-4.1 Joint & Crack Sealing.** The unit of measurement for joint and crack sealing shall be the linear foot of joint or crack cleaned, treated with herbicide, and sealed.

**101-4.2 Paint/Rubber Removal.** The unit of measurement for paint/rubber removal shall be the square foot.

**BASIS OF PAYMENT**

**101-5.1 Payment.** Payment shall be made at contract unit price for the unit of measurement as specified above. This price shall be full compensation for furnishing all materials and for all preparation, hauling, and placing of the material and for all labor, equipment, tools, and incidentals necessary to complete this item.

Item P-101-5.1                      Joint & Crack Repair – per Linear Foot

Item P-101-5.2                      Paint/Rubber Removal – per Square Foot

**REFERENCES**

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Advisory Circulars (AC)

AC 150/5380-6                      Guidelines and Procedures for Maintenance of Airport Pavements.

ASTM International (ASTM)

ASTM D6690                      Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

**END OF ITEM P-101**

## ITEM P-605 JOINT SEALANTS FOR PAVEMENTS

### DESCRIPTION

**605-1.1** This item shall consist of providing and installing a resilient and adhesive joint sealing material capable of effectively sealing joints in pavement; joints between different types of pavements; and cracks in existing pavement.

### MATERIALS

**605-2.1 Joint sealants.** Joint sealant materials shall meet the requirements of ASTM D6690.

Each lot or batch of sealant shall be delivered to the jobsite in the manufacturer's original sealed container. Each container shall be marked with the manufacturer's name, batch or lot number, the safe heating temperature, and shall be accompanied by the manufacturer's certification stating that the sealant meets the requirements of this specification.

**605-2.2 Backer rod.** The material furnished shall be a compressible, non-shrinking, non-staining, non-absorbing material that is non-reactive with the joint sealant in accordance with ASTM D5249. The backer-rod material shall be  $25\% \pm 5\%$  larger in diameter than the nominal width of the joint.

**605-2.3 Bond breaking tapes.** Provide a bond breaking tape or separating material that is a flexible, non-shrinkable, non-absorbing, non-staining, and non-reacting adhesive-backed tape. The material shall have a melting point at least 5°F greater than the pouring temperature of the sealant being used when tested in accordance with ASTM D789. The bond breaker tape shall be approximately 1/8 inch wider than the nominal width of the joint and shall not bond to the joint sealant.

### CONSTRUCTION METHODS

**605-3.1 Time of application.** Joints shall be sealed as soon after completion of the curing period as feasible and before the pavement is opened to traffic, including construction equipment. The pavement temperature shall be 50°F and rising at the time of application of the poured joint sealing material. Do not apply sealant if moisture is observed in the joint.

**605-3.2 Equipment.** Machines, tools, and equipment used in the performance of the work required by this section shall be approved before the work is started and maintained in satisfactory condition at all times. Submit a list of proposed equipment to be used in performance of construction work including descriptive data, 5 days prior to use on the project.

**a. Tractor-mounted routing tool.** Provide a routing tool, used for removing old sealant from the joints, of such shape and dimensions and so mounted on the tractor that it will not damage the sides of the joints. The tool shall be designed so that it can be adjusted to remove the old material to varying depths as required. The use of V-shaped tools or rotary impact routing devices will not be permitted. ~~Hand-operated spindle routing devices may be used to clean and enlarge random cracks.~~

**b. Concrete saw.** Provide a self-propelled power saw, with water-cooled diamond or abrasive saw blades, for cutting joints to the depths and widths specified.

**c. Sandblasting equipment.** The Contractor must demonstrate sandblasting equipment including the air compressor, hose, guide and nozzle size, under job conditions, before approval in accordance with paragraph 605-3.3. The Contractor shall demonstrate, in the presence of the Resident Project Representative (RPR), that the method cleans the joint and does not damage the joint.

**d. Waterblasting equipment.** The Contractor must demonstrate waterblasting equipment including the pumps, hose, guide and nozzle size, under job conditions, before approval in accordance with paragraph 605-3.3. The Contractor shall demonstrate, in the presence of the RPR, that the method cleans the joint and does not damage the joint.

~~**e. Hand tools.** Hand tools may be used, when approved, for removing defective sealant from a crack and repairing or cleaning the crack faces. Hand tools should be carefully evaluated for potential spalling effects prior to approval for use.~~

**f. Hot-poured sealing equipment.** The unit applicators used for heating and installing ASTM D6690 joint sealant materials shall be mobile and shall be equipped with a double-boiler, agitator-type kettle with an oil medium in the outer space for heat transfer; a direct-connected pressure-type extruding device with a nozzle shaped for inserting in the joint to be filled; positive temperature devices for controlling the temperature of the transfer oil and sealant; and a recording type thermometer for indicating the temperature of the sealant. The applicator unit shall be designed so that the sealant will circulate through the delivery hose and return to the inner kettle when not in use.

**g. Cold-applied, single-component sealing equipment.** The equipment for installing ASTM D5893 single component joint sealants shall consist of an extrusion pump, air compressor, following plate, hoses, and nozzle for transferring the sealant from the storage container into the joint opening. The dimension of the nozzle shall be such that the tip of the nozzle will extend into the joint to allow sealing from the bottom of the joint to the top. Maintain the initially approved equipment in good working condition, serviced in accordance with the supplier's instructions, and unaltered in any way without obtaining prior approval. Small hand-held air-powered equipment (i.e., caulking guns) may be used for small applications.

**605-3.3 Preparation of joints.** Pavement joints for application of material in this specification must be dry, clean of all scale, dirt, dust, curing compound, and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method cleans the joint and does not damage the joint.

**a. Sawing.** All joints shall be sawed in accordance with specifications and plan details. Immediately after sawing the joint, the resulting slurry shall be completely removed from joint and adjacent area by flushing with a jet of water, and by use of other tools as necessary.

**b. Sealing.** Immediately before sealing, the joints shall be thoroughly cleaned of all remaining laitance, curing compound, filler, protrusions of hardened concrete, old sealant and other foreign material from the sides and upper edges of the joint space to be sealed. Cleaning shall be accomplished by tractor-mounted routing equipment or concrete saw as specified in paragraph 605-3.2. ~~The newly exposed concrete joint faces and the pavement surface extending a minimum of 1/4 inch from the joint edge shall be sandblasted clean. Sandblasting shall be accomplished in a minimum of two passes. One pass per joint face with the nozzle held at an angle directly toward the joint face and not more than 3 inches from it.~~ After final cleaning and immediately prior to sealing, blow out the joints with compressed air and leave them completely free of debris and water. The joint faces shall be surface dry when the seal is applied.

**c. Backer Rod.** When the joint opening is of a greater depth than indicated for the sealant depth, plug or seal off the lower portion of the joint opening using a backer rod in accordance with paragraph 605-2.2 to prevent the entrance of the sealant below the specified depth. Take care to ensure that the backer rod is placed at the specified depth and is not stretched or twisted during installation.

**d. Bond-breaking tape.** Where inserts or filler materials contain bitumen, or the depth of the joint opening does not allow for the use of a backup material, insert a bond-separating tape breaker in accordance with paragraph 605-2.3 to prevent incompatibility with the filler materials and three-sided adhesion of the sealant. Securely bond the tape to the bottom of the joint opening so it will not float up into the new sealant.

**605-3.4 Installation of sealants.** Joints shall be inspected for proper width, depth, alignment, and preparation, and shall be approved by the RPR before sealing is allowed. Sealants shall be installed in accordance with the following requirements:

Immediately preceding, but not more than 50 feet ahead of the joint sealing operations, perform a final cleaning with compressed air. Fill the joints from the bottom up to 1/4 inch  $\pm$  1/16 inch below the top of pavement surface; or bottom of groove for grooved pavement. Remove and discard excess or spilled sealant from the pavement by approved methods. Install the sealant in such a manner as to prevent the formation of voids and entrapped air. In no case shall gravity methods or pouring pots be used to install the

sealant material. Traffic shall not be permitted over newly sealed pavement until authorized by the RPR. When a primer is recommended by the manufacturer, apply it evenly to the joint faces in accordance with the manufacturer's instructions. Check the joints frequently to ensure that the newly installed sealant is cured to a tack-free condition within the time specified.

**605-3.5 Inspection.** The Contractor shall inspect the joint sealant for proper rate of cure and set, bonding to the joint walls, cohesive separation within the sealant, reversion to liquid, entrapped air and voids. Sealants exhibiting any of these deficiencies at any time prior to the final acceptance of the project shall be removed from the joint, wasted, and replaced as specified at no additional cost to the airport.

**605-3.6 Clean-up.** Upon completion of the project, remove all unused materials from the site and leave the pavement in a clean condition.

#### **METHOD OF MEASUREMENT**

**605-4.1** Joint sealant shall not be measured for separate payment but shall be incidental to the pay items where it is required.

#### **BASIS OF PAYMENT**

**605-5.1** Joint sealant shall not be measured for separate payment but shall be incidental to the pay items where it is required.

#### **REFERENCES**

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

##### **ASTM International (ASTM)**

ASTM D789	Standard Test Method for Determination of Relative Viscosity of Polyamide (PA)
ASTM D5249	Standard Specification for Backer Material for Use with Cold- and Hot-Applied Joint Sealants in Portland-Cement Concrete and Asphalt Joints
ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt

##### **Advisory Circulars (AC)**

AC 150/5340-30	Design and Installation Details for Airport Visual Aids
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**END ITEM P-605**

# **Pre-Bid Meeting Notes For the Shelby County Airport in Calera, Alabama**

## **Runway 16/34 Pavement Maintenance Project**

March 21, 2024, 10:00 AM

- ➔ REMINDER: Bids due on Thursday, March 28, 2024, by 2:00 PM CST at the County Manager's Office, located at 200 West College Street, Room 123, Columbiana, AL 35051. (not the airport). Send bids to the attention of Mr. Trey Gauntt.

### **Pre-Bid Meeting Agenda**

#### **I. Introductions & Registration of Attendees**

##### ALDOT Grant Oversight

Frank Farmer	ALDOT Aeronautics Bureau Chief
Taylor Janney	ALDOT Aeronautics Engineering Manager

##### Project Sponsor – Shelby County, AL

Chad Scroggins	County Manager
Trey Gauntt	Chief Facilities Management Officer
Brad Davis	Facilities & General Services Manager
Terry Franklin	Facilities & General Services Aviation Supervisor

##### Project Administration

Jennifer Hunt Harp	Garver, Project Manager
Will Haley	Garver, Project Engineer

#### **II. Project Overview**

##### **1. Explanation of Runway 16/34 Pavement Maintenance Project**

BASE BID: (Runway and Connector Taxiways from and including Holding Position Marking to RW centerline)

- Pavement Marking
- Joint & Crack Repair
- Paint & Rubber Removal

ADD ALTERNATE 1: (Parallel Taxiway and Connector Taxiways up to the Holding Position Marking)

- Pavement Marking
- Paint Removal (where markings conflict)

## 2. Contract Time

Contract Time shall be limited to Ten (10) Consecutive Calendar Days.

No additional days shall be added if the Add Alternate 1 is awarded.

NOTE: there are typos in the plans and specifications stating a conflicting number of calendar days. These will be updated by addendum to limit construction time to Ten (10) Consecutive Calendar Days.

## 3. Project Phasing

The airfield shall be closed from 8am to 3pm for construction activities. These shall be designated as the "Working Hours." All safety features shown on the plans shall be installed daily prior to beginning work and removed once work has been completed. The contractor shall allow adequate time for proper clean-up and opening/closing procedures within these Working Hours.

All work on closed pavements shall be completed and all safety hazards removed prior to the designated time that the pavement is scheduled to re-open. The contractor shall have an approved pavement broom or vacuum truck available on-site at all times. The project pavements shall be swept daily prior to re-opening. No closed pavement shall be re-opened without the Owner's review and approval.

The contractor shall provide at least 72 hours advance notice of all runway, and taxiway/taxilane closures.

No existing pavement to remain may be utilized for storage or staging. All haul routes will be approved by the Engineer prior to use.

Aircraft shall have the right of way at all times.

No equipment, personnel, vehicles or storage of materials shall be installed within the object free area of open airfield pavement. (i.e. 250' of runway centerline & 65.5' of taxiway centerline)

## 4. Items of Work

- a. Federal Aviation Administration technical specifications in conjunction with the Alabama Department of Transportation Standard Specifications for Highway Construction may be utilized on this project as well as several supplemental specifications.

## 5. Project is funded by the ALDOT Aeronautics Bureau and Shelby County.

- a. Documentation of Enrollment in E-Verify will be required with Contract.

6. Additional Plan Clarifications:

- a. N/A

III. Construction Process

1. Contractors Staging Area shall be within the footprint of the overall project. Access shall be from the north gate. Any changes must be approved by the Engineer and the Owner prior to the beginning of construction.
2. Contractor's Safety Requirements – Temporary Marking, Lighting & Barricades as shown on the Construction Safety and Phasing Plan (CSPP), Sheets GC001-GC100. Contractor shall also be familiar with and follow the latest version of FAA Advisory Circular 150/5370-2, Operational Safety on Airports During Construction.

\* Contractor will make himself familiar with the Airport safety areas as described in AC 150/5370-2 and the Contract Documents and be responsible for maintaining the integrity of these safety areas during the construction of the project.

3. The Owner shall supply 2 lighted runway closure "X" markers for the Contractor's use. The contractor shall install, maintain and remove these lighted "X" markers daily as described in the Construction Safety and Phasing Plan (CSPP).
4. The Contractor shall supply, install, maintain and remove low profile aircraft barricades daily as described in the Construction Safety and Phasing Plan (CSPP).
5. Coordination with Airport staff: The Contractor shall maintain continual communication with the airport to ensure coordination of the project with daily airport activities.
6. Construction Inspection: Site is monitored daily by the County/Airport. Construction inspection will likely include periodic site visits timed to coincide with project milestones and inspections.
7. Liquidated damages: \$1,500/ calendar day.
8. Change orders: All change orders shall be approved and executed prior to beginning work on the change order.
9. Payments: A single construction invoice shall be submitted by the contractor at the end of the 10 day work period. 5% retainage will be held until final inspection and satisfactory completion of the punch list. Estimated turnaround time on invoices is 6-8 weeks.

#### IV. Basis of Award of Project

The proposal selected will be based on the lowest total bid submitted for the Base Bid and Additive Alternate 1, combined.

The Owner reserves the right to reject a bidder's proposal if irregular or otherwise disqualified. In addition, until the award of a contract is made, the Owner reserves the right to reject any or all proposals, waive technicalities, if such waiver is in the best interest of the Owner and is in conformance with applicable state and local laws or regulations pertaining to the letting of construction contracts; advertise for new proposals; or proceed with the work otherwise. All such actions shall promote the Owner's best interests. Award of contract will be pending ALDOT and County review.

1. Required items to be included with the bid:

- a. Bid Form/Proposal (all pages, including unit Price Schedule)
- b. Bid Bond (5%)
- c. List of Proposed Subcontractors
- d. Qualifications Statement
- e. Bidder's Certification Forms
- f. Insurance Certification
- g. Copy of State Contractors' License

2. Required items for award of contract:

- a. All items listed above
- b. Performance Bond
- c. Payment Bond
- d. Contract
- e. Application for Sales and Use Tax Certificate of Exemption
- f. Signed e-Verify Enrollment MOU

#### V. Miscellaneous Items & Open Discussion of Project

- a. Addendum 1 to be issued shortly.
- b. Site pictures available for review.

#### VI. Meeting Adjourned / Optional Site Review

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## SIGN-IN SHEET

Name	Representing	Phone #	Email
Will Haley	Garver		
Jennifer Harp	Garver		
Edward Dingley	Hi-Lite Airfield Services		
Jack Wall	Wall Asphalt		
Terry Franklin	Shelby Co Airport		
Brad Davis	Shelby Co Airport		
Jeremy Cunningham	JJ Cunningham		
Michael Harper	Hasco Inc.		
Danny Morrow	Metro Construction		
Allen Harrington	American Stripers		
Jeff Parker	Alexander Seal & Strip		



Pre-Bid Meeting

Thursday, March 21, 2024 – 10:00 am

## SIGN-IN SHEET

Name	Representing	Phone #	Email
Taylor Jarey	ALDOT		
Trey Grant	Shelby Co.		
Austin Blackwell	Renak ?		



Thursday, March 21, 2024 – 10:00 am

## Email

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