



**ALABAMA AIR NATIONAL GUARD
117TH AIR REFUELING WING (AMC)
5401 EAST LAKE BLVD BIRMINGHAM
AL 35217-3545**

12 June 2018

**Request for Information Questions and Answers
For project BRKR 112005 Phase II – Repair Base Pavements**

The job mixes for the asphalt paving are standard ALDOT 424 mixes. There should be a different mix design for the flight line (red area). Generally, any paving associated with an airport is a P401, P403 or P209 mix. Please advise. Standard ALDOT mixes will not be accepted by the FAA.

Answer: No. The flight line paving is limited to FOD covers (shoulders) and is not rated for aircraft loading. Specified mix design is acceptable for this application.

Does the flight line area need to have a different milling spec other than the standard 1.5”?

Answer: No. The flight line paving is limited to FOD covers (shoulders) and is not rated for aircraft loading. Specified 1.5” mill/overlay is acceptable for this application.

No asphalt paving geotextile was used on the previous project. Specification 3.02 (page 32-1217-2) calls for geotextile paving fabric to be used. This was not used on the last project. Should it be include it on this one?

Answer: Geotextile fabric is required. See addendum #1 dated June 21, 2018, for additional information regarding the required scope of the geotextile fabric.

Patching of the existing asphalt where it is failing before milling and overlay. Since these areas are not currently marked there is no way to accurately quantify them. Would the government be willing to set an allowance in the base bid to cover this? Any overruns or credits would then need to be addressed as a modification at a later date.

Answer: One location of failing subgrade requires full depth repair. This area is located along the flight line near the blast fence and is noted on drawing sheet C7.0. All other instances of “alligator cracking” will be addressed with installation of new geotextile fabric in the tack coat on top of the milled surface. See addendum number 1 dated June 21, 2018, for additional information.

At the Flight Line there is joints sealant where the asphalt meets the concrete tarmac. This joint will be a minimum width with the new paving in place. Is it required that this joint receive sealant now?

Answer: Yes. Joint sealant is required in locations where concrete paving abuts asphalt paving. See addendum #1 dated June 21,2018, for additional information.

Option #6 calls for milling and overlay at Buildings 420 and 450 (Segregated Magazine). This area is too confined to properly operate milling equipment. How should milling be addressed in this area?

Answer: All areas included in the scope of the project shall be milled 1-1/2” and overlaid with 1-1/2” of new asphalt paving. Areas building buildings 420 and 450 that cannot be accessed by a standard milling apparatus shall be milled with skid steer mounted milling head or equivalent smaller machinery.

Are there any gate loops that will need to be damaged because of the milling that will need to be replaced?

Answer: All gate loops requiring replacement are identified on the drawings.