



City of Phoenix
Office of the City Engineer
Design and Construction Procurement
200 W. Washington Street, 5th Floor
Phoenix, Arizona 85003-1611

**PHOENIX SKY HARBOR INTERNATIONAL AIRPORT
TERMINAL 4 SOUTH 1 CONCOURSE CONCRETE APRON
AIP NO. 3-04-0029-0XX-20XX
DESIGN-BID-BUILD
PROJECT NO. AV08000083 FAA**

RFX6000001010

ADDENDUM NO. 4

ISSUE DATE: September 11, 2020

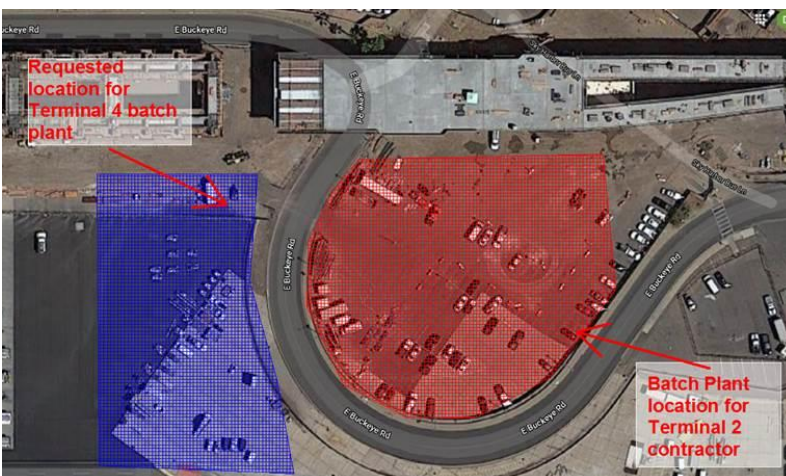
Bidders are hereby notified that the Bidding and Contract Documents for the above project, for which Bids are to be received on **Tuesday, September 15, 2020**, are amended as follows:

SECTION I – QUESTIONS AND ANSWERS:

Q1: *We noticed that the concrete removal from the terminal 2 south apron is being crushed into P-219. Will there be an excess of P-219 material from that project that will be available for the construction of Terminal 4 S1 Apron? If so, is there an approximate quantity that will be available for the T4 S1 Apron project?*

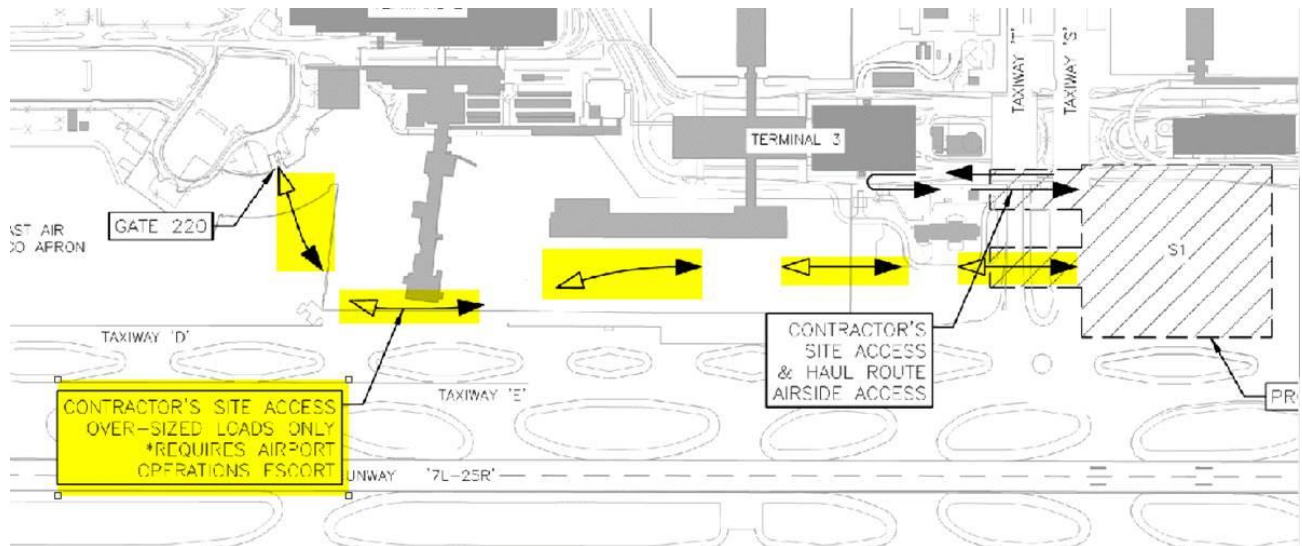
A1: See Addendum #2 Answers #3 and #4

Q2: *At this time the contractor for terminal 2 apron construction has a batch plant located on East Buckeye Road near gate 220. We believe that two batch plants can fit in contractor yard location (please review drawing). To allow contractors to have a competitive and equal opportunity to bid the terminal 4 apron construction, will the area located in blue on the drawing be available for a batch plant location?*



A2: The area in the described location, in its entirety, has been previously allotted to ongoing projects at PHX that extends into the start date of this project. Currently the entire lot is being utilized and has been approved by The Owner and FAA for this use. If the area becomes available the selected Contractor may request to the Owner and FAA for use of this site, but it is not currently designated for use for the Terminal 4 S1 project.

Q3: On sheet A.C-102 it illustrates a haul route from gate 220 to terminal 4 apron on the airside but states that the route is for "OVER-SIZED LOADS ONLY." Can this haul route be used for wet haul (transporting concrete) or is it used to transport equipment that cannot fit through the other location for site access?



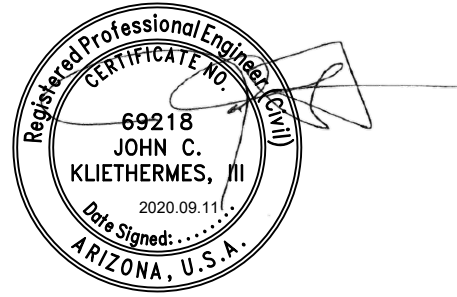
A3: The haul route for all ingress and egress to the jobsite shall be per the contract documents. This route has been designated for oversized loads due to restrictions along the route. The contractor shall not consider this as a daily material haul to the jobsite, because of impact to the active airfield and the crossing of PHX Taxiways.

Q4: In the special provisions on page C-104-2 it states the blast wall will be constructed in Phase 3. However, in the drawings on sheet A.C-106 it shows the temporary airfield service road going through the newly constructed blast wall. Can the temporary airfield service road be rerouted to account for the new blast wall that will be constructed?

A4: See revised plan sheets provided in Addendum #3 which no longer show the vehicle service road going through the blast wall.

Bidders must acknowledge receipt of this Addendum by listing the number and date, where provided, on the PROPOSAL P.-1

ENGINEER'S SEAL:



All other terms and conditions remain unchanged.

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City of Phoenix, Design and Construction Procurement

END OF ADDENDUM NO. 4
