



# ADDENDUM NUMBER 4

October 20, 2009

to

## CONTRACT DOCUMENTS

for

# CARGO SERVICE ROAD, TUNNEL AND RELATED WORK

HCAA Project Number 8505 09 SRT

TAMPA INTERNATIONAL AIRPORT

Tampa, Florida

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THE FOLLOWING ITEMS ARE MADE AND HEREBY BECOME A PART OF THE CONTRACT DOCUMENTS DATED SEPTEMBER 21, 2009, FOR CARGO SERVICE ROAD, TUNNEL AN RELATED WORK AT TAMPA INTERNATIONAL AIRPORT, TAMPA, FLORIDA, AS PREPARED BY REYNOLDS, SMITH AND HILLS, INC.

BIDDERS ARE REQUIRED TO ACKNOWLEDGE RECEIPT OF THIS ADDENDUM IN THE SPACE PROVIDED IN PAGE 00300-4 OF THE BID FORMS.

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### CONTRACT SPECIFICATIONS

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Make the following changes or replace the following pages (changes are bolded and underlined):

Page Number (Vol. 2 of 3)	Description
A-100	<b>Delete</b> the fourth paragraph under Basis of Payment and <b>Replace</b> with “Item A-100-3 for the Mechanical Installation includes, but is not limited to, lift station pumps, fire pump, heat pump, tunnel ventilation fans, building exhaust fans, CO/NO2 detection system as well as all associated mechanical equipment control systems <i>and site mechanical related work (i.e., 8” DIP water main, fire hydrant, fire department connection, connection to existing water line, etc.)</i> and all other project related mechanical equipment and components.”
A-100	<b>Change</b> the reference in the fifth paragraph under Basis of Payment from “Item A-400” <b>To Read</b> “Item A-100-4”.

Page Number (Vol. 3 of 3)	Description
Engineer's Report Attachment O	<b>Add</b> document titled "Attachment O – Additional Groundwater Elevations". (See Attachment 1)
Engineer's Report Attachment P	<b>Add</b> document titled "Attachment P – Groundwater Sampling Analytical Report". This report contains the results of re-tests associated with the two samples which indicated that both copper and hexavalent chromium content exceeded the required maximum levels in the Groundwater Sampling Results for Dewatering Permit Compliance report included in Addendum No. 3. (See Attachment 1)

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## CLARIFICATIONS

1. *Criteria Documents, Sheet S001, Buoyancy Design Criteria, Note 2, states "A minimum factor of safety of 1.25 shall be maintained at all times over the entire length of tunnel and ramp u-section segments. Shear strength and/or friction of the overburden soils shall not contribute to buoyancy force resistance." In the Pre-Bid meeting held September 30, 2009, the Authority stated that they were confident in the design of the tunnel and u-ramp sections designed by RS&H and that a tunnel expert had been consulted in the design process. Additionally, the Authority stated that the Design-Builder should bid the tunnel and u-ramp section segments "as shown" in the Criteria Documents, and that the successful Design-Builder would be compensated by means of a Change Order paid by the Authority for any additional work required by the Design-Builder resulting from final design or altered existing conditions. If during final design it is determined that the tunnel and u-ramp section segments "as shown" in the Criteria Documents do not meet a minimum factor of safety of 1.25, will the Authority issue a change order to the successful Design-Builder for additional design, materials, equipment, labor, and time required to design and construct the tunnel and u-ramp section segments to meet a minimum factor of safety of 1.25?*

Refer to Addendum No. 3 and, in particular, responses to Questions No. 24, 25 and 80. (As a point of clarification, it was not stated at the pre-bid conference, as referenced above, that "*the Design-Builder should bid the tunnel and u-ramp section segments "as shown" in the Criteria Documents.*" The Design-Builder may elect to use a different design approach for the tunnel and u-ramp sections while adhering to all the conditions set forth in the Contract Documents.)

2. *Various Drawings throughout the criteria documents depict Limits of Disturbance. Are these limits maximums or will the contractor be allowed to breach these limits due to means and methods for construction?*

The limits of disturbance shown specifically on Drawing C302 is associated with pavement and is identified as "maximum limits of construction" to avoid impacts to the existing fuel lines and the approach lighting system towers located on the south and north sides of the tunnel, respectively. The limits of construction depicted elsewhere in the plan set is subject to change based on the final grading design performed by the design-builder and approved by the Authority.

3. *It appears that the at-grade roads will require some quantity of embankment to be constructed and this work can begin in Phase 1. Since the mass excavation for the tunnel and u-ramps cannot begin until Phase 3, does the Authority have an onsite source or stockpile of embankment material which the contractor would be allowed to use during the at-grade road work in Phase 1?*

No, there is no on-site source or stockpile available for this project. All the necessary embankment material for the project is anticipated to be generated from the excavation conducted within the project limits. As a point of clarification, the construction associated with the at-grade roadways can be performed concurrent with Phase 3.

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## ATTACHMENTS

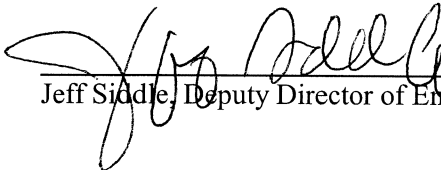
**Attachment 1:** Appendix 4

Attachment O – Additional Groundwater Elevations

Attachment P – Groundwater Sampling Analytical Report

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## HCAA PLANNING AND DEVELOPMENT

 10/20/09  
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Jeff Siddle, Deputy Director of Engineering

End of Addendum 4