

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

ADDENDUM NO. 4

FOR

QUEEN KAAHUMANU HIGHWAY WIDENING, PHASE I,
HENRY STREET TO KEALAKEHE PARKWAY

FEDERAL AID PROJECT NO. NH-019-1(20)

DISTRICT OF NORTH KONA
ISLAND OF HAWAII

FY 2005

Amend the Multi-Step Procurement Bid Documents as follows:

I. AVAILABLE INFORMATION

- a. Amend the 1st paragraph by adding the following:
 - "4. Topographic survey of Queen Kaahumanu Highway (electronic file by Imata & Associates, Inc.).
 5. Landscaping construction plans (electronic files).
 6. Section 7 from Environmental Assessment (EA), dated May 1996. Section 7 was missing from EA copy made available to the qualified Contractors."
- b. Add the following after the 2nd paragraph:

"Executed Utility Agreements and Traffic Signal Warrants are made available at the State of Hawaii, Department of Transportation (HDOT) Kapolei Office, contact Kevin Ito at 692-7548 or Jeffrey Fujimoto at 692-7545 to make arrangements. Traffic Signal Warrants are also available at the DOT Contracts Office, 869 Punchbowl Street, Room 105."
- c. Add the following after the 2nd paragraph:

"The partially completed construction plans, and landscaping plans (electronic files) furnished by the HDOT may contain errors and/or

omissions, and should be used solely as guidance in the preparation of bids. HDOT will not assume responsibility for the accuracy and adequacy of the partially completed construction plans and landscaping plans (electronic files), and HDOT will not consider compensation for any cost that may be caused by such errors or omissions.

HDOT will assume responsibility for the accuracy and adequacy of all other information furnished by the State unless otherwise specified. The Contractor will notify HDOT in writing immediately following the discovery of any apparent error or omission in the furnished information. The Contractor may be compensated for additional work as a direct result of the error or omission."

Because the construction plans are partially completed and should be used solely as guidance in preparing bids, adjustments to the plans may be necessary in developing the final construction plans. The following clarifications are made to the construction plans and other documents furnished by the State:

1. The horizontal alignment and vertical profile shown on the construction plans may be adjusted to meet field conditions. The vertical profile may be adjusted to minimize cut and fill requirements. In making any adjustments to the horizontal alignment, the roadway corridor must remain within the existing highway right of way.
2. The following revisions and clarifications shall be made to the landscaping construction plans:
 - a. The Contractor shall not plant trees or shrubs with an expected mature trunk size of 4" caliper or greater, within 30' from the edge of pavement of the road. Tree caliper size shall be measured at 4.5 feet above finish grade. All trees, except trees in the median, located on the plans within 30 feet from the edge of pavement shall be relocated a minimum of 30 feet from the edge of pavement, while maintaining the landscape design intent. Irrigation design shall be adjusted accordingly to provide irrigation for relocated trees.
 - b. The Contractor shall provide a minimum 36" clearance underneath all tree root balls. This shall include excavating lava rock as necessary to meet the 36" clearance.

- c. The finish grade of all trees on the Makai shoulder shall be no more than 18" below the finish grade of the edge of pavement of the road.
- d. All 27 Monkeypod Trees in the median shall be deleted from the project and shall be replaced with Bermuda grass. Tree root barrier associated with the Monkeypod trees in the median shall be deleted from the project. Irrigation design shall be adjusted accordingly to provide 100% coverage of all planted and lawn areas. Remaining Monkeypod trees located on the shoulder shall remain, in accordance with requirements stated earlier in Item No. 2.a.
- e. All 18 Loulu palms located at the intersection of Palani Road and Queen Kaahumanu Highway shall be deleted from the project and shall be replaced with Bermuda grass. Irrigation design shall be adjusted accordingly to provide 100% coverage of all planted and lawn areas.
- f. All 4,620 Naio papa and 2,420 Ilima papa shall be replaced with Bermuda grass. Plastic header associated with the planting of Naio papa and Ilima papa shall be deleted from project. Irrigation design shall be adjusted accordingly to provide 100% coverage of all planted and lawn areas.
- g. All irrigation remote control valves shall be replaced with nonpotable irrigation remote control valves. This will allow a seamless transfer to nonpotable water in the future.
- h. Irrigation system shall utilize potable water source with a point of connection as indicated on sheet L12 on the corner of Palani Road and Queen Kaahumanu Highway.
- i. The projected landscape irrigation demands for Queen Kaahumanu Highway Widening Phase I bid set is 35,365 gallons per day of potable water for the first 3 years. The Contractors shall develop landscaping plans that require a maximum of 20,000 gallons per day of potable water without a further reduction in the number of trees.
- j. The Contractor shall install an additional 6" PVC sleeve in the proposed irrigation trench that completely crosses Queen Kaahumanu Highway at the intersection of Palani Road. The additional 6" sleeve shall be capped at both ends and clearly marked for future nonpotable connection.

- k. The Moss Rock Wall at the intersection of Palani Road and Queen Kaahumanu Highway shall be replaced with Bermuda grass. Irrigation design shall be adjusted accordingly to provide 100% coverage of all planted and lawn areas.
 - l. The Bidders shall follow the existing landscaping plans, with these revisions and clarifications, in developing their bids.
- 3. The typical sections shown on the construction plans shall be revised by deleting the 6" Untreated Permeable Base and related Edge Drain.
- 4. The relocation of the Hawaii Electric Light Co., Inc. (HELCO) utilities may affect the HDOT construction schedule. The HDOT will allow time extensions to the construction schedule for delays from the HELCO utility relocation, provided that the utility relocation is on the critical path of the progress schedule. The HDOT will not compensate the Contractor for delays or extensions to the project schedule due to the HELCO utility relocation work. No adjustments will be made to the contract price.
- 5. The project will require installing a recycled water (R2) transmission piping system on the west (makai) side of Queen Kaahumanu Highway, from Henry Street to Kealakehe Parkway. The system will connect to the existing 24 inch ductile iron force main at the Kealakehe Wastewater Treatment Plant.
- 6. All necessary HELCO utility relocation work and irrigation water source work (including the installation of a recycled water (R2) transmission system) shall be handled by contract change orders.
- 7. The water system must remain operational during construction. During the relocation of the 16" waterline, the new waterline must first be installed before the existing waterline is cut. Once the new waterline is installed, the existing waterline must be removed.
- 8. The Hawaii Ironman Triathlon is typically held each year on the third weekend of October. This is a major event for the Kona community. The bicycle and running routes are both located along Queen Kaahumanu Highway, starting at Palani Road and travel north. The Contractor shall ensure that the pavement is in good condition with no construction zones, metal plates, uneven surfaces, or bumps. The travel lanes and paved shoulders shall remain clean of debris. The Contractor shall ensure that these

conditions are met during the event, as well as one week before and one week after the event.

9. The Design Classification data shown on the construction plans title sheet shall be replaced with the following updated Design Classification data:


DESIGN CLASSIFICATION

(2005) ADT	28,400
(2025) ADT	44,100
DHV	4,000
D	65/35
T24	5.0%
V:	50 MPH (Kailua to Makala Blvd.)
	70 MPH (Makala Blvd. To Keahole)

The maximum superelevation rate (e max) from Kailua to Makala Blvd. is 8%. The e max from Makala Blvd. To Keahole is 10%. These rates may require adjustments after further planning and design research is completed.

10. The State will allow preliminary plan submittals to be submitted in drafting software other than Microstation. Preliminary plans may be submitted in software such as Autocadd. The final plan submittal must be submitted in Microstation. Upon completion of As-Built postings, all plan sheets shall be submitted in Microstation.
11. The Contractor shall use caution when constructing near an existing fiber optic line located on the north-east (mauka) side of Queen Kaahumanu Highway at the Palani Road intersection. The Contractor shall be aware of the fiber optic line when relocating the 16-inch waterline. The Contractor shall be liable for any damages to the fiber optic line.
- II. The attached pre-bid meeting minutes and attendance sheet are attached for information only.

Please acknowledge receipt of this Addendum No. 4 by recording the date of its receipt in the space provided on Page P-4 of the Proposal.



RODNEY K. HARAGA
Director of Transportation

PRE-BID MEETING

Queen Kaahumanu Highway Widening, Phase 1,
Henry Street to Kealakehe Parkway
Federal-Aid Project No. NH-19-1(19)
February 22, 2005, 9:00 a.m.
Oahu District Office, Large Conference Room
727 Kakoi Street; Honolulu, Hawaii 96819

I. Introduction:

The State of Hawaii, Department of Transportation (HDOT) stated that this meeting is to provide clarification to the Request for Proposal and Scope of Work requirements. The Bid Opening is extended to March 3, 2005. The contract time is 600 calendar days. The contract time is set.

II. HDOT Clarification:

The HDOT stated that the partially completed plans are preliminary and should be used as guidance in preparing bids. The State will not be responsible for the accuracy and adequacy of the partially completed construction and landscaping plans. The State will assume responsibility for the accuracy of the other information furnished by the State, such as the hydraulic report, geotechnical report, and topographic map.

The HDOT provided the following additional clarifications:

1. The basic lane layout and concept is set in the existing construction plans. Although the layout concept is established, detailed design parameters are required and must be approved by the State. The Contractors may adjust the horizontal alignment and vertical profiles shown on the construction plans. The horizontal alignment may be adjusted but the roadway corridor must remain within the highway right of way. The vertical profile may be adjusted to better meet existing field conditions and to minimize cut and fill quantities. The final plans (100% complete plans) must meet AASHTO requirements.
2. The State did not set a mandatory site for fill material.
3. The State will provide construction support services (CSS) during construction.
4. The State will process the Federal funding.
5. The State will allow preliminary plan submittals to be completed in drafting software other than Microstation, such as AutoCadd. The final plan submittal must be done in Microstation.
6. The current statement of work indicates that the Contractor will conduct a Public Informational Meeting (PIM) after the semi-final submittal. The State will consider scheduling the community information meeting earlier in the project development process to allow for earlier public input.

7. The Contractors shall be aware of an existing fiber optic line on the mauka side of Queen Kaahumanu Highway at the Palani Road intersection. *[The Contractor shall use extreme caution when working in the area of the fiber optic line, especially during the relocation of the 16-inch waterline.]*

III. Questions and Answers:

1. **Question:** How much freedom is allowed from the existing construction plans?

Answer: The plans are preliminary and should be used as a guide in preparing bids. The basic layout concept is set, but the Contractors must complete the plans to meet AASHTO standards. Monkey Pod trees should not be planted in the median. The State will also check with the Materials Testing Branch to see if the 6" permeable base layer can be deleted from the pavement structure. *[The permeable base and related edge drains are not required and should be removed from the pavement design (typical sections).]*

Question: What commitments were previously made to the community and groups such as The Outdoor Circle?

Answer: The State must check notes from previous community meetings.

2. **Question:** The Environmental Assessment provided by the State is missing Section 7, Necessary Permits and Approvals. Can the State provide the missing Section 7 to the Contractors?

Answer: The State will provide a copy of Section 7 of the Environmental Assessment to the Contractors.

3. **Question:** Was a traffic study completed? If so, can the State provide the traffic study to the Contractors?

Answer: The State will check for the traffic study. If available, the State will distribute the traffic study to the Contractors. *[Two traffic signal warrant studies were completed. The State will provide the traffic signal warrant studies to the Contractors. Because the studies were done in 1997 and 1999, the State will not assume responsibility for the accuracy and adequacy of these studies. These studies should be used solely as guidance in the preparation of bids.]*

4. **Question:** The construction plan title sheet does not include the Design Classification data. Can the State provide the Design Classification to the Contractors?

Answer: The State will check for the Design Classification data and if available, will provide the data to the Contractors. *[The Design Classification data is shown on the construction plan title sheet. The data will be updated. The State will provide the updated Design Classification data to the Contractors.]*

5. **Question:** The HELCO utility relocation may affect the construction schedule. There is no control on the utility relocation schedule. Verizon utilities are also involved. Can there be a time extension for any delays due to the HELCO utility relocation work. Maybe the State should issue two NTPs to accommodate the HELCO work. The Contractors are asking only for a time extension. They are not

asking for monetary compensation. Can there be allowances for the HELCO and Verizon utilities?

Answer: The State realizes that the utility relocation may affect the construction schedule. The State will look at allowing time extensions to the construction schedule for delays from the HELCO utility relocation. The State must first get FHWA approval for the time extension. The HDOT will not compensate the Contractor for delays or extensions to the project schedule due to the HELCO utility relocation work. The State will also look at providing an allowance for utility coordination work. *[The HELCO utility relocation work will be handled by contract change order.]*

6. **Question:** Was the County notified of the project's need for nonpotable water and the quality of water for the irrigation? Need to determine the source and location of the water, and how much water is available. Can an allowance be made for the water?

Answer: Elaborate landscaping may not be feasible. The State will check with the County for the source and location of the water, and how much water is available. If necessary, the State may consider providing an allowance for the water. *[Irrigation water source work, including the installation of a new recycled water transmission piping (treated effluent R2 nonpotable water) system, will be handled by contract change order. The State will check for a preliminary Typical Trench Detail for this piping system.]*

7. **Question:** Can construction begin before the approval of the 100% plans? Can construction begin at the 30% design stage?

Answer: The State must get FHWA's concurrence for the early construction. *[As stated on page SW-12 of the Statement of Work, under certain requirements, construction may begin before the approval of the 100% plans. The State shall approve all submittals and progress completed to date before beginning any construction. Construction must be in accordance with the approved construction schedule.]*

8. **Question:** Is the topographic map (topo) complete? The topo provided does not show the baseline and right of way (R/W).

Answer: The State will confirm with the consultant who developed the topo, Imata and Associates, on whether the topo included the baseline and R/W. *[Imata and Associates confirmed that the topo includes the baseline and right of way. The users must turn on all layers of the topo electronic file to see the baseline and R/W.]*

9. **Question:** Because there will be no Monkey Pod trees in the median, will the State issue an addendum to revise the landscaping plans?

Answer: There should be no plant trees or shrubs with an expected mature trunk size of 4" caliper or greater in the clear zone. Monkey Pod trees should not be planted in the median. For now, other than these requirements, follow the landscaping plans when developing the bids. The State will issue an addendum for further clarifications.

10. **Question:** When relocating the 16-inch waterline, can the old waterline be abandoned in place?

Answer: If the existing waterline will no longer be in use, the waterline must be removed.

11. **Question:** Can the speed limit be slowed down near Kailua town? The design speed could be 50 mph.

Answer: According to the construction plans, the existing speed limit near Kailua town is 45 mph. The proposed posted speed limit is 35 mph. The State will check with the Traffic Branch if the speed can be lowered. One concern is that even though we post a lower speed limit, vehicles may still exceed the speed limit.

Note: Information obtained after the meeting in response to meeting questions are shown in *[italicized bracketed]* text.

Attachment (List of Attendees)

PRE-BID MEETING

Queen Kaahumanu Highway Widening, Phase 1, Henry Street to Kealahou Parkway

Federal-Aid Project No. NH-019-1(20)

February 22, 2005, 9:00 a.m.

Oahu District Office, Large Conference Room

Attendance List

<u>Name</u>	<u>Organization</u>	<u>Ph #</u>
LANCE WILHELM	KIEWIT Pacific Co	674-1088
James Wisenbaker	Kiewit Pacific Co.	674-1088
Rod. Uemura	Kiewit Pacific Co	674-1088
Stacy Armstrong	R.M. Towill Corp.	842-1133
Berry Muramoto	Atkins & Assoc. Ltd	Y36-1900
Sheldon Yamamoto	Atkins & Assoc. Ltd.	836-1900
STEVEN SAKAGAWA	HAWAII DRUGGING CONTR.	735-3267
Chris Daischi	Sagawa & Assoc.	576-4495
Rudy Morishita	HOLL	735-3211
MARC NISHIDA	JAS. W. GLOVER, LTD.	591-8977
CALVIN SHIMIZU	JAS. W. GLOVER, LTD.	591-8977
Dennis Hirota	Sam O. Hirota, Inc	237-3277
Dennis Seawee	Iseimoto Contracting	329-8051
Jeffrey Fujimoto	HDOOT, HWY-DS	692-7545
Glenn M. Yasui	HDOOT - HWY	587-2220