

**STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION**

**ADDENDUM NO. 1  
for  
WAILUKU STREAM BRIDGE SPALL REPAIRS, M.P. 2.74  
DISTRICT OF SOUTH HILO  
ISLAND OF HAWAII  
PROJECT NO. 19K-01-20M**

This Addendum shall make the following amendments to the Bid Documents:

**A. NOTICE TO BIDDERS**

1. Revise the first sentence of the first paragraph of NOTICE TO BIDDERS page NB-3, to read: "ALL requests for information (RFI) shall be received in writing (email is preferred) by 2:00 p.m., 14-calendar days before bid opening."

**B. SPECIFICATIONS**

1. Section 108 – Prosecution and Progress, 108.08 on page 108-13, revise Line 610 to read as follows: "...to the State, in the amount of \$1,200 per calendar day."

**C. PROPOSAL**

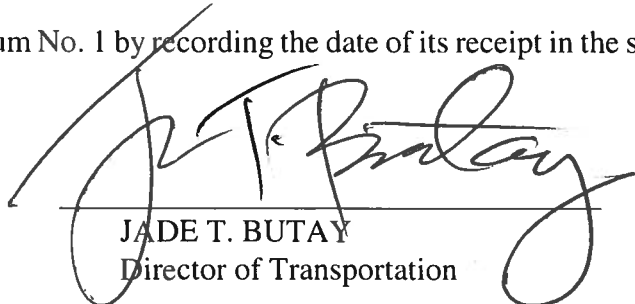
1. Delete PROPOSAL Page P-1 and replace it with the attached PROPOSAL Page P-1 dated 10/25/19.

The following is provided for information:

**D. PRE-BID MEETING MINUTES**

1. Meeting minutes (with revisions and clarifications) and Sign-In sheet are attached for information

Please acknowledge receipt of this Addendum No. 1 by recording the date of its receipt in the space provided on page P-4 of the Proposal.

  
\_\_\_\_\_  
JADE T. BUTAY  
Director of Transportation

Addendum No. 1  
10/25/19

**PROPOSAL TO THE  
STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION**

**PROJECT:** Hawaii Belt Road Wailuku Stream Bridge Spall Repairs,  
M.P. 2.74

**PROJECT NO.:** 19K-01-20M

**COMPLETION TIME:** 30 Calendar days from the Start Work Date  
from the Department.

**LIQUIDATED DAMAGES:** \$1,200 per Calendar day

**DESIGN PROJECT MANAGER:**

<b>NAME:</b>	Harry Takiue
<b>ADDRESS:</b>	50 Makaala St., Hilo, Hawaii 96720
<b>PHONE NO.:</b>	808 933-8866
<b>EMAIL:</b>	harry.h.takiue@hawaii.gov

**WAILUKU STREAM BRIDGE SPALL REPAIRS  
PROJECT NO. 19K-01-20M**

**PRE-BID MEETING MINUTES  
October 16<sup>th</sup>, 2019**

The following are minutes for the Hawaii Department of Transportation (HDOT) pre-bid meeting with prospective bidders for the Wailuku Stream Bridge Repairs project.

The meeting was held at the Highways Hawaii District Office, 50 Makaala Street, Hilo, Hawaii 86720 at 9:00am. KSF Inc. (Structural Engineer of Record), Gerald Andrade (Civil Engineer of Record), and Julann Sonomura (HDOT) conducted the meeting.

There were 2 prospective bidder representatives. The meeting ended at 10:10am.

The following Items were discussed during the meeting:

**A. INTRODUCTIONS (Refer to Sign-In Sheet)**

**B. PROJECT DESCRIPTION & SCOPE OF WORK**

- a. All items discussed in the meeting are for clarification purposes only. The bid documents shall govern over anything verbally spoken and all discrepancies shall be clarified via addendum.
- b. The project involves repair to the soffit of the concrete bridge deck on the Hilo most span of Wailuku Stream Bridge. Existing concrete will be removed, exposing existing steel rebar. Additional glass fiber reinforced polymer rebar will be placed below the level of the existing rebar. Forms will be placed on the soffit of the deck while a rapid setting cementitious repair material is placed from the top of the deck through preplaced core holes.
- c. All prospective bidders are directed to sheet S-8 for reference to the required construction sequence for the project. Any request for changes to the construction sequence shall be submitted to the Engineer for review and approval.
- d. Demolition and repair work is only allowed to take place from 6:00 a.m. on Saturday to 6:00 a.m. on Monday. Once demolition work has begun, the area must be fully repaired prior to traffic being allowed on that section of the deck.
- e. Demolition and repair work shall only be performed during times of traffic control.
- f. Traffic control phasing plans are provided to allow for continual closure of a portion of the bridge from Saturday morning to Monday morning non-stop to accomplish each construction phase. During the daylight hours, when higher traffic volumes are

anticipated (6:00 a.m. – 6:00 p.m.) traffic will be detoured on Wainaku, with Hilo bound traffic flowing through Wainaku and Waimea bound traffic flowing over the bridge. During nighttime hours, traffic will be contraflowed on the bridge while utilizing flaggers.

- g. Glass Fiber Reinforced Polymer (GFRP) reinforcing is locally available on Oahu. Rapid Setting repair material will require several weeks lead time for delivery.
- h. Forms for concrete repairs must be left in place for a minimum of 3 days.
- i. The hatched areas shown on sheet S-2 are the areas of known defective concrete with heavy rebar section loss. Refer to sheets S-3, S-4, S-5, and S-6 for repair details regarding these areas. These areas should have planned GFRP reinforcing placement.
- j. The areas outside of the hatched locations shown on sheet S-2 will still be repaired. Refer to sheets S-3, S-4, and S-7 for repair details regarding these areas.
- k. Project shall be bid assuming a total of 800 sq. ft. of total repair area.
- l. (Correction) It was incorrectly stated in the meeting that the concrete removal above the reinforcing steel may have an undulated profile where it is 1" beyond at the rebar locations and possibly less between. The intent is to achieve 1" concrete removal beyond the reinforcing steel, however, it is not desired to create "pockets" around the rebar that would create artificial high spots in the deck soffit surface which could lead to entrapped air during repair material placement. Contractor should be aware of not creating these high spots during concrete removal.

#### C. QUESTIONS DURING BID

- a. Submit all Requests for Information (RFI) to Acting District Engineer/Project Manager, Harry Takiue in writing (email is preferred) no less than 14 calendar days before bid opening (October 30<sup>th</sup>, 2019) by 2:00 p.m. (Clarified)
- b. All responses to RFI's will be addressed in the Addendums.

#### D. BID ADDENDUM

- a. All Addenda to be issued by November 4<sup>th</sup>, 2019 (Updated)
- b. Addendum 1 to be issued shortly after Pre-Bid Meeting (Updated)

#### E. BID OPENING

- a. Bids shall be publicly opened and read on November 14<sup>th</sup>, 2019 at 2:00 p.m. at the Office of the District Engineer

#### F. AWARD OF CONTRACT

- a. The award of contract, if it be awarded, will be made within 60 calendar days after the opening of bids.

#### G. NOTICE TO PROCEED

- a. Notice to Proceed (NTP) will be issued to the Contractor not more than 30 days after the contract certification date.
- b. Noise Variance for weekend and night work to be obtained by the Engineer prior to NTP

**H. COMPLETION TIME & PROJECT SCHEDULE**

- a. Project to be completed 30 calendar days after Start Work Date is issued from the Department (Revised)
- b. Demolition and Repair work to the soffit of the bridge deck may take place only from 6:00 a.m. on Saturday to 6:00 a.m. on Monday
- c. Demolition and repair work will require continuous one-lane traffic closures.

**I. STAGING, ACCESS, AND PARKING**

- a. Designated Staging area (if needed) is as indicated on Sheet EC-4 of the contract drawings.

**J. LIQUIDATED DAMAGES**

- a. Liquidated damages will be charged at \$1,200 per calendar day (Revised)

**K. QUESTIONS**

**Question 1:** Need information about repair material

**Response 1:** Refer to the requirements for the material in Special Provisions Section 680. Furthermore, acceptable materials are listed within the special provision.

**Question 2:** Where should the core location for the holes through the top deck be placed?

**Response 2:** Contractor shall determine hole placement based on requirement to get proper consolidation in the forms with given material properties (i.e. slump/flowability). Furthermore, Contractor is restricted in core hole placement as shown on detail 1/S-3. Contractor is also reminded that no rebar shall be damaged during coring of concrete deck, so scanning of deck should be anticipated.

**Question 3:** What happens to the demolition and repair details at the intermediate diaphragm locations.

**Response 3:** Refer to sheets S-4, S-6, and S-7. Depending on the size of diaphragm the demolition and repair work will either be continuous through the diaphragm location or will stop either side of the diaphragm's concrete haunch/drop panel.

**Question 4:** Are any construction joints allowed in the vicinity of the pour?

**Response 4:** No.

**Question 5:** Is there any demolition work to be done on the girders?

**Response 5:** No, do not damage the girders

**Question 6:** How does repair material arrive from supplier?

**Response 6:** Material can be ordered several different ways from the manufacturer. One way would be to order the cement, aggregate, and admixtures all preblended into the dry mix. There is

an additional polymer latex to be added to the mix. Material can be shipped in super sacks and totes or it can be shipped in smaller quantities. Contact material manufacturer for all details.

**Question 7:** What size aggregate is in the repair material mix.

**Response 7:** 3/8" pea gravel. Contact material manufacturer for additional details.

**Question 8:** Is concrete repair material supposed to be batched on site using portable mixers or can it be mixed at the plant by a ready mix supplier?

**Response 8:** Typical placement method would be to batch on site using portable mixers. However, bidders should contact the material manufacturer to get specific information about other options of mixing.

**Question 9:** What thickness of the soffit of the deck is being demolished. The plans are unclear.

**Question 9:** For bidding purposes, Contractor should assume 4" concrete removal of deck soffit. Refer to callout on detail 1/S-3.

**Question 10:** What thickness of the soffit of the deck is being placed back with repair material? The plans are unclear.

**Response 10:** 1" clear + 5/8" exist. bar + 5/8" exist. bar + 5/8" new bar + 5/8" new bar + 1" = 4.5". This is what Contractor should base their bid on.

**Question 11:** Who is responsible for material sampling and testing?

**Response 11:** The State. However, the Contractor is urged to take their own material samples for their own verification.

**Question 12:** What is the expected strength of the repair material?

**Response 12:** 28-day strength is specified as 6,000 psi. 5-hour strength to meet 3,000 psi.

**Question 13:** Who is responsible for designing the work platform.

**Response 13:** Contractor is responsible for designing work platform and submitting stamped drawings to EOR for review and approval.

The following RFI's were submitted via e-mail following the pre-bid meeting:

**RFI #1:** Can you please clarify the dimensions of the detour signs per sheets 9-11?

*Per HDOT Standard Plan TE-7 and TE-9 the preferred dimensions for CM4-9 signs is 30"x24". M4-12 signs shall be 24"x6" but may be as wide as 30" if additional space is required for appropriate lettering.*

# SIGN-IN-SHEET

## WAILUKU STREAM BRIDGE SPALL REPAIRS

PROJECT NO. 19K-01-20M

October 16<sup>th</sup>, 2019 at 9:00 A.M.

Hawaii Department of Transportation - Highways Division Office

50 Makaala Street, Hilo HI 96720

	<u>NAME:</u>	<u>COMPANY:</u>	<u>PHONE:</u>	<u>EMAIL:</u>
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2.)	Liz Olson	"	935-0871 x 476	jagw@gloverhilo@aol.com
3.)	Gerald Andrade	WSP	864-2337	gerald.andrade@wsp.com
4.)	Stephen Peters	KSF	695-6227	stephenp@ksfinc.us
5.)	Jelani Grumma	HDOT	933-8866	jelani.m.soromeda
6.)				Chautau, Jr
7.)				
8.)				
9.)				
10.)				
11.)				
12.)				