

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

ADDENDUM NO. 1

FOR

KUHIO HIGHWAY
INTERSECTION IMPROVEMENTS AT SOUTH LEHO DRIVE

PROJECT NO. HWY-K-03-00

DISTRICT OF LIHUE

ISLAND OF KAUAI

FY 2002

1. Amend the **SPECIAL PROVISIONS** by replacing Subsection **108.03 Progress Schedules** to read as follows:

"108.03 Progress Schedules. Submit four progress schedules to the Engineer for review before the date of NTP or 60 calendar days after the date of award of the contract, whichever is earlier. The Engineer will not authorize progress payments until the Engineer acknowledges receipt of the schedule in writing.

Submit supplementary revision to or adjustment to the schedules within 10 working days from the date of the Engineer's request. Non-compliance with this request will be grounds for delaying the progress payment. The Engineer will continue processing the progress payment after the Engineer receives the submittal.

(A) For Contracts One Million Dollars (\$1,000,000) Or Less Or For Contract Time Of 100 Working Days Or Less. For contracts one million dollars (\$1,000,000) or less or for contract time of 100 working days or less, the schedule will be a Comprehensive Bar Chart or a Critical Path Basis Schematic (arrow) Diagram showing:

(1) the major features of work, such as grubbing, roadway excavation, structure excavation, structure construction, in the order which the Contractor proposes to work;

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(2) features not listed in the Special Provisions that the Contractor considers a controlling factor for the timely completion of the contract work;

(3) the time span of the activities for each feature, and its relationship in time to other features;

(4) the total anticipated time necessary to complete work required by the contract;

(5) sufficient space for each feature to permit two additional plots parallel to the original time span plot. One plot will be for revisions and one will be for showing the actual time spans achieved;

(6) an anticipated work completion graph plotting contract time and gross payment anticipated;

(7) a listing of using equipment anticipated. Include type, size, make and information necessary to identify the equipment in the Rental Rate Blue Book for Construction Equipment;

(8) an anticipated manpower requirement graph plotting contract time and total manpower required. This may be superimposed over the payment graph;

(9) a chronological listing of critical intermediate dates or time periods for features that can affect timely completion of the project; and

(10) major activities related to the location on the project.

(B) For Contracts Which Have Both A Contract Amount More Than One Million Dollars (\$1,000,000) And Contract Time Of More Than 100 Working Days. For contracts which have both a contract amount more than one million dollars (\$1,000,000) and contract time of more than 100 working days, the schedule will be a Critical Path Schedule (arrow) Diagram, showing:

(1) the information listed in A above;

(2) a detailed schematic network on a time basis of the work stages and operations of work including non-controlling work leading to timely completion of the contract;

- (3) sufficient detail to allow at least weekly monitoring of the Contractor's and subcontractor's operations;
- (4) the time scaled schematic shall be on a working days basis. Plot the critical calendar dates anticipated. Provide sufficient space for plotting actual calendar dates;
- (5) the sequences of activities and events, interrelationships, and interdependences to complete the project;
- (6) non-construction activities, such as submittal and acceptance periods for shop drawings and material, procurement, testing, fabrication, mobilization, and demobilization.
- (7) breakdown of activity, such as forming, placing reinforcing steel, concrete pouring and curing, and stripping in concrete construction, when necessary;
- (8) latest start dates for critical phasing; and
- (9) identify responsible subcontractor, supplier, and others for their respective activity.

The Contractor shall not construe receipt of progress schedule to assign responsibility of performance or contingencies to the State. Also, receipt of progress schedule does not relieve the Contractor of responsibility to adjust forces, equipment and work schedules.

When making work schedule adjustment submittals including the accepted extensions, show how the Contractor intends to adjust and remain on the anticipated schedule and within the contract time.

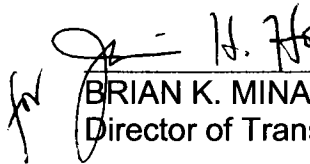
The Contractor shall begin work according to the submitted progress schedule after receiving the NTP. Prosecute the work in the order of the schedule expeditiously. The Engineer may require the Contractor to provide additional force and equipment to bring the operation up to the submitted progress schedule if failure to proceed as provided in the schedule or prosecution of the work does not insure completion within the specified time.

When the Contractor fails to insure completion within the specified time, the Engineer will consider employing a working force and

equipment. The Engineer will charge the Contractor the cost to do the work including depreciation for plant and equipment.

The Contractor shall have on the work site as its designated agent, a competent superintendent. The superintendent shall be able to read and understand the project plans and specifications and shall be experienced in the type of project being undertaken and the work being performed. The superintendent shall receive instructions from the Engineer or its authorized representative. The Contractor shall authorize the superintendent to (a) execute the orders and directions of the Engineer or its authorized representative without delay and (b) promptly supply such materials, equipment, tools, labor and incidentals as may be required to complete the project within the prescribed contract time. Furnish a superintendent irrespective of the amount of project work sublet."

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.


BRIAN K. MINNAI
Director of Transportation