STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

ADDENDUM NO. 5

FOR

NAWILIWILI ROAD IMPROVEMENTS

VICINITY OF KAUMUALII HIGHWAY TO KANANI ROAD

FEDERAL-AID PROJECT NO. NH-058-1(006)

DISTRICTS OF LIHUE

ISLAND OF KAUAI

2013

Amend the Bid Documents as follows:

A. ADDENDUM NO. 4

a. Response to RFI No. 9 should be read as follows:

"The Proposer will not be named as the generator for any existing contaminated or hazardous material discovered on the project. HDOT will sign all waste manifests for the disposal of the material."

B. TECHNICAL PROVISIONS

a. Replace page TP-6 dated r6/18/13 of the Technical Provisions with the attached page TP-6 dated r7/2/13.

Attached are the "Responses to Request for Information (RFI)" for your information.

Please acknowledge receipt of this Addendum No. 5 by recording the date of its receipt in the space provided on page P-4 of the Proposal.

GLENN M. OKIMOTO, Ph.D.
Director of Transportation

joint piece.

2. Other work shall consist of the design and construction of:

   a. Replace concrete curbed grass median islands.
   b. Concrete sidewalk
   c. Drainage systems
   d. Pavement markings

      1) Replace all existing paving marking with pavement markings that have a long service life, have high visibility during the night, when the pavement is wet or it is raining, have the properties of retained visibility and reflectivity. Pavement markings shall be made more visible on the concrete pavement by utilizing a non-reflective black border around the stripe, i.e., use contrast pavement markings. The border around the pavement marking shall be approximately 2-inch wider than the retroreflective markings. If thermoplastic is used utilize means and methods that shall not allow the retroreflective markings to melt into the non-reflective black border.
      2) All pavement stripes that would normally be 4-inch wide shall be changed to 6-inch width.
      3) Retro-reflective pavement markers (RPM) shall be installed to supplement each centerline stripe and edge line stripe, spaced at 10 feet on center. RPMs for lane separation designation shall be installed at 20 feet on center.

   e. Traffic signs and post, permanent traffic signs shall utilize Type XI retro-reflective sheeting.
   f. Guardrails, end treatments upgrade, replace as needed. Design concrete curb in front of guardrail and end treatments as to meet current standards.

      1) All noses of the end treatment system shall be equipped with a chevron sign, a crash cushion object marker (CCOM) which shall be reversible to match the corresponding traffic direction

   g. Context sensitive landscape planting

      1) Utilize native plants as much as possible
      2) Ground cover and other plants shall be drought resistant, require minimal maintenance, e.g., cutting, trimming, fertilizing, etc., Shall have characteristics that will contribute to its ability to remove silt from runoff, prevent erosion, and stabilize the soil it is on. Resistant to vector and animal infestation
      3) Utilize soft erosion controls in swales and velocity dissipation

RESPONSE TO REQUEST FOR INFORMATION (RFI)

Additional RFIs:

1. Please confirm that HDOT has acquired the necessary easements or obtained authorization to connect the existing drainage structures within the existing State Right-of-Way (ROW) to the adjacent drainage systems outside of the ROW. Will HDOT be responsible for obtaining the necessary easements if none exists?

   Response: The Proposer is responsible for obtaining any and all necessary easements and/or to secure for HDOT any agreements to connect to drainage systems not owned or operated by the HDOT.

2. On Page TP-5 of the RFP, Section 1.A.1.a, allows the use of Ultra Thin White Topping (UTW) as a form of Portland Cement Concrete (PCC) pavement for the project. In our review of the design standards stated on Pages TP-13 through TP-15 of the RFP, the design standards referenced do not pertain to the design of the UTW that we can use for this RFP. The referenced Pavement Design Manual prepared by the Materials Testing and Research Branch, Highways Division, Department of Transportation (March 2002) also does not contain guidelines or requirements for the design of the UTW. Therefore, will the Design-Build Proposer have to submit an Alternative Technical Concept (ATC) to HDOT for review and acceptance if the Proposer intends to use UTW as the pavement for the project? Please expedite response to this RFI as the deadline for submission of the ATC is May 13, 2013 (11 days away).

   Response: The Proposer is required to submit an Alternative Technical Concept (ATC) to HDOT for review and acceptance if they propose to utilize Ultra Thin Whitetopping (UTW) pavement. Please be aware that the submission deadline for ATCs has expired.

3. In order to accommodate the bike lanes, the vehicular lanes along Nawiliwili Road will require being shifted. Thus the existing traffic signal heads will not be centered on each lane. The Special Provisions for this project refer to the 2003 MUTCD which does not require the signal heads being centered. However, if HDOT would prefer the signal head being centered as required per the 2009 MUTCD it would require relocating the signal heads to the center of each lane. Please provide direction on how HDOT would like us to proceed on this matter.

   Response: The design of the proposed improvements to Nawiliwili Road shall follow the 2009 MUTCD.