

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

ADDENDUM NO. 2

FOR

**HANA HIGHWAY IMPROVEMENTS
HUELO TO HANA
M.P. 4.20 TO 23.70**

**PROJECT NO. 360AB-02-00
DISTRICTS OF MAKAWAO AND HANA
ISLAND OF MAUI**

FY 2004

Amend the Bid Documents as follows:

A. Notice to Bidders

Prospective bidders are hereby notified that the receiving of sealed bids, scheduled for 2:00 P.M., December 4, 2003, at the Contracts Office, Department of Transportation, 869 Punchbowl Street, Honolulu, Hawaii 96813, or at the Office of the District Engineer – Maui, 650 Palapala Drive, Kahului, Maui 96732, is HEREBY POSTPONED until 2:00 P.M., December 11, 2003, at which time and places they will be publicly opened and read.

B. Table of Contents

1. Replace page 1 dated 3/15/03 with the attached Page 1 dated 11/26/03.

C. Special Provisions

1. Replace pages 203-14a to 203-19a with the attached pages 203-14a to 203-20a dated r11/19/03.
2. Replace page 401-20a dated 7/14/03 with the attached page 401-20a dated r11/19/03.
3. Replace pages 629-11a and 629-12a dated 2/20/03 with the attached pages 629-11a and 629-12a dated r11/19/03.

D. Proposal

1. Replace pages P-9 thru P-11 dated August 2003 with the attached pages P-9 thru P-11 dated November 2003.

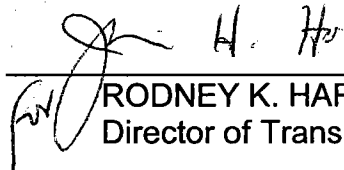
E. Mandatory Pre-bid Meeting

The November 18, 2003 Mandatory Pre-bid Meeting Minutes and Sign-in Sheet are attached for your information.

F. Plans

1. On Sheet 29, Typical Drain Trench Detail, replace the following callouts:
 - (A) Delete "A.C. Pavement" and add "4 " Mix IV A.C. Pavement or match existing AC thickness, whichever is greater"
 - (B) Delete "Compacted Base Course" and add "6" Compacted Base Course or match existing thickness, whichever is greater"
 - (C) Delete "Compacted Subbase Course" and add "6" Compacted Subbase Course or match existing thickness, whichever is greater"
2. On Sheet 29, Box Culvert Trench Detail, replace the following callout:
 - (A) Delete "A.C. Pavement" and add "4" Mix IV A.C. Pavement or matching existing AC thickness, whichever is greater"
3. Replace Plan Sheet No. 30 with the attached Plan Sheet No. ADD. 30.
4. The attached Plan Sheet No. ADD. 29 S-1 shall be incorporated and made a part of the Plans.

Please acknowledge receipt of the Addendum No. 2 by recording the date of its receipt in the space provided on page P-4 of the Proposal.



RODNEY K. HARAGA
Director of Transportation

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When the Engineer cannot measure the roadway excavation quantities by the average end area method due to the nature of a particular operation or changed conditions, the Engineer will determine the method to get an accurate quantity estimate.

The Engineer will not measure for payment excavation that is more than the planned or authorized cross section except as provided in Subsections 203.03(A)(4) - Potential Slide Area, 203.03(A)(2) - Widening or Flattening and Steepening Cut Slopes, and 203.03(B)(3) - Surplus Selected Material. Backfill and compact unauthorized excavated areas to the original ground elevation at no cost to the State.

The Engineer will not measure stockpiling of selected material for payment.

(B) Overhaul. The Engineer will measure overhaul according to Section 205 - Overhaul.

(C) Embankment. The Engineer will not measure embankment for payment.

(D) Archaeological Monitoring and Report Preparation. The Engineer will measure archaeological field monitoring activities on an hourly basis. For field activities, billable time will start when the archaeological Monitor arrives at the construction site and time will end when the archaeological Monitor departs the construction site. The archaeological Monitor shall maintain timesheets that show the number of hours worked for a given day along with a description of construction activities monitored. These timesheets shall be signed by the archaeological Monitor to certify that such services were provided and the timesheets shall be verified and signed by the Engineer or his designated representative on a daily basis. Copies of signed timesheets shall be submitted to the Engineer with the Contractor's monthly payment request.

The Engineer will measure preparation of the Monitoring Report by an archaeologist on an hourly basis. The minimum qualifications of the archaeologist preparing the report are as follows:

- (1) Have a Masters Degree, and
- (2) Be the Principal Investigator of the firm.

Prior to preparing the report, the archaeologist shall provide a written estimate to the Engineer that shows the anticipated hours needed to complete the Monitoring Report. The archaeologist shall maintain timesheets that show the number of hours worked for a given day. These timesheets shall be signed by the archaeologist to certify that such services were provided and the timesheets shall be verified and signed by the

Engineer or his designated representative on a weekly basis. Copies of signed timesheets shall be submitted to the Engineer with the Contractor's monthly payment request.

(E) Archaeological Equipment Use, Stand-by, Mobilization, or Testing. The Engineer will pay for equipment used to assist the Monitor, equipment stand-by, or mobilization and associated labor due to work suspension caused by historic or archaeological finds in accordance with Section 108.06 Temporary Suspension of Work on a force account basis. The Contractor shall notify the Engineer of all steps taken to minimize costs caused by the work suspension.

The Engineer will pay for accepted charcoal dating laboratory fees or other laboratory tests required by SHPD on a force account basis.

203.05 Basis of Payment.

(A) Roadway Excavation. The Engineer will pay for the accepted roadway excavation at the contract unit price per cubic yard.

The price includes full compensation for obliterating structures indicated on plans; preparing the subgrade; placing selected material in final position; disposing surplus excavation material; rounding of slopes; using water for compaction; and furnishing labor, materials, tools, equipment, and incidentals necessary to complete the work.

The Engineer will not pay for stockpiling selected material or subsequently placing it in final position. The Engineer will consider payment for this work to be included in the contract unit price for roadway excavation.

The Engineer will pay for removing and disposing of slide material as roadway excavation:

- (1)** that slides from outside the planned roadway slopes and into the planned roadway prism, and
- (2)** the removal and disposal of unstable material in natural position outside the planned roadway slopes.

The Engineer will consider full compensation to be included in the contract price for roadway excavation within the authorized lines and elevations for removing and disposing of material that may come into excavations for structures and drainage facilities.

The Engineer will not include slide material quantities that slide across the roadway prism in the roadway excavation quantities unless the

Contractor re-handles and reuses the material. The Engineer will only pay for the quantities re-handled.

When choosing to remove the rocks and lumps or break up hardened material and the contract specifies the source of the selected material, such work shall be at no cost to the State. When the contract does not specify the source of the selected material, the Engineer will pay this work as extra work as specified in Subsection 104.03 - Extra Work.

When specified, the Engineer will pay for:

- (1) removing of the unsuitable material below the subgrade and
- (2) backfilling and compacting to the finished grade with acceptable material.

The Engineer will pay the following excavation for unlined gutters as roadway excavation:

- (1) within the median area of a divided highway; and
- (2) between the roadbed shoulder and an adjacent cut slope.

(B) Archaeological Monitoring and Report Preparation. The Engineer will pay for preparation, field monitoring, and report preparation on an hourly basis. The price includes full compensation for direct and indirect costs associated with labor, travel and per diem, mileage, reproduction, shipping, and all other tools, supplies, and incidentals necessary to complete the work.

(D) Overhaul. The Engineer will pay for overhaul according to Section 205 - Overhaul.

(E) Embankment. The Engineer will not pay for embankments separately. The Engineer will consider the cost for constructing embankments included in the contract price for roadway excavation or borrow excavation.

The price includes full compensation for drying embankment material; constructing earth dikes for roadway protection within or outside the highway right-of-way; placing and compacting acceptable material within the roadway area where the Contractor removed unsuitable fill foundation material; and furnishing labor, materials, tools, equipment, and incidentals necessary to complete the work.

(F) **Archaeological Equipment Use, Stand-by, Mobilization, or Testing.** The Engineer will pay for all accepted equipment use, stand-by, or mobilization and associated labor on a force account basis.

The Engineer will make payment under:

Pay Item	Pay Unit
Roadway Excavation	Cubic Yard
<u>Archaeological Monitoring</u>	Hour
<u>Report Preparation</u>	Hour
Archaeological Equipment Use, Stand-by, Mobilization, or Testing	Force Account"

**INDIVIDUALS AND ORGANIZATIONS ENGAGING IN ARCHAEOLOGICAL CONSULTANT WORK
IN THE STATE OF HAWAII**

AKAHELE ARCHAEOLOGY
30 Laumaewa Loop
Kihei, Hawaii 96753

Principal Archaeologist: Theresa K. Donham, M.A.
Phone & Fax: 891-1495
Email: TKDonham@msn.com

AKI SINOTO CONSULTING
2333 Kapiolani Blvd., #2704
Honolulu, HI 96826

Principal Archaeologist: Jeffrey Pantaleo, M.A.
Phone & Fax: 941-9538

**ARCHAEOLOGICAL CONSULTANTS
OF THE PACIFIC – (Oahu Office)**
59-624 Pupukea Road
Haleiwa, HI 96712

Principal Archaeologist: Joseph Kennedy, M.A.
Phone: 638-7442 Fax: 638-0703
Email: ACP@Hawaii.rr.com or Kennedy@lava.net

**ARCHAEOLOGICAL CONSULTANTS
OF THE PACIFIC – (Kona Office)**
73-1327 Awakea Street
Kailua-Kona, HI 96740

Principal Archaeologist: Joseph Kennedy, M.A.
Field Supervisor: (Kona) Timothy Scheffler Ph.D.
Phone: 325-5899
Email: ACP-KONA@Hawaii.rr.com

ARCHAEOLOGICAL SERVICES HAWAII, LLC
16 South Market Street, G
Wailuku, HI 96793

Principal Investigator: Jeffrey Pantaleo, M.A.
Phone: 244-2012 Fax: 244-9592

BERNICE PAUHI BISHOP MUSEUM
1525 Bernice Street
Honolulu, HI 96817-0916

Vice President: Dr. Guy Kaulukukui
Phone: 848-4126 Fax: 848-4132
Email: guy@bishopmuseum.org

CRM SOLUTIONS HAWAII INC.
P.O. BOX 1866
Makawao, HI 96768

Archaeologist: Patty J. Conte, M.A.
Phone: 878-2199
Email: palapala@tiki.net

CULTURAL RESOURCES MGMT SERVICES
813 Paso Robles Street
Paso, CA 93446

Archaeologist: Nancy Farrell
Phone: (800) 676-1630 Fax: (805) 237-3849
Email: nancy@crms.com
WWW-URL: www.crms.com

CULTURAL SURVEYS OF HAWAII
733 North Kalaheo Avenue
Kailua, HI 96734

Principal Archaeologist: Hallett Hammatt, Ph.D.
Phone: 262-9972 Fax: 262-4950

GARCIA AND ASSOCIATES
146 Hekili Street, Suite 204
Kailua, HI 96734

Pacific Regional Manager: Alice Roberts, M.A.
Phone: 272-1387 Fax: 262-1384
Email: alicer@garciaandassociates.com
WWW-URL: www.garciaandassociates.com

HAUN & ASSOCIATES
HCR 1 Box 4730
Kea'au, HI 96749

Principal Archaeologist: Alan Haun, Ph.D.
Phone: 982-7755 Fax: 982-6343
Email: ahaun@flex.com

**INTERNATIONAL ARCHAEOLOGICAL
RESEARCH INSTITUTE INC.**

2081 Young Street
Honolulu, HI 96826

Principal Archaeologist: J. Stephen Athens, Ph.D.
& David J. Welch, Ph.D.

Phone: 946-2548 Fax: 943-0716
Email: HonoluluOffice@iaril.org
WWW-URL: www.iaril.org

JEFFREY PANTALEO CONSULTANTS, LLC
3075 Ala Poha Place #1206
Honolulu, HI 96818

Principal Investigator: Jeffrey Pantaleo, M.A.
Phone: 836-5599 Fax: 837-0171
Email: jpanta4149@aol.com

PACIFIC ARCHAEOLOGICAL SERVICES, LLC
1324 Eskridge Blvd. SE
Olympia, WA 98501

Principal Archaeologist: Scott S. Williams, M.A., R.P.A.
Phone: (360)789-7996
Email: williams_pacarch@hotmail.com

PACIFIC CONSULTING SERVICES, INC.
720 Iwilei Road, Suite 424
Honolulu, HI 96813

Cultural Resources Manager: Stephan D. Clark, B.S.
Senior Archaeologist: Jane Allen, Ph.D.
Phone: 548-5557 Fax: 548-5557
Email: steve.clark@pschawaii.com

PACIFIC LEGACY
332 Uluniu Street
Kailua, HI 96734

Principal Archaeologist: Paul Cleghorn, Ph.D.
Phone: 263-4800 Fax: 263-4300

PAUL H. ROSENDAHL, INC. (PHRI)
224 Waiānū Avenue
Hilo, HI 96720

Principal Archaeologist: Paul Rosendahl, Ph.D.
Phone: 969-1763 Fax: 961-6998
Email: phriphr@interpac.net

RECHTMAN CONSULTING
HC1 Box 4149
Kea'au, HI 96749

Principal Archaeologist: Robert Rechtman, Ph.D.
Phone: 966-7636 Fax: (800) 406-2665
Email: brechtman@aol.com

SCIENTIFIC CONSULTANT SERVICES, INC.
(Oahu Office)
711 Kapiolani Boulevard, Suite 975
Honolulu, HI 96813

Principal Archaeologist: Robert Spear, Ph.D.
General Manager: David B. Chaffee
Phone: 597-1182 Fax: 597-1193
Email: scs@scshawaii.com
WWW-URL: www.scshawaii.com

SCIENTIFIC CONSULTANT SERVICES, INC.
(Hawai'i Island Office)
1564 Leilehua Street
Hilo, HI 96720

Contact: Tom Wolforth
Phone: 959-5958
Email: scs@scshawaii.com
WWW-URL: www.scshawaii.com

SCIENTIFIC CONSULTANT SERVICES, INC.
(Maui Office)
P.O. Box 790519
Paia, HI 96779

Contact: John Zachman
Phone: 573-4700
Email: scs@schhawaii.com
WWW-URL: www.scshawaii.com

SCIENTIFIC CONSULTANT SERVICES, INC.
(Kauai Office)
222 Lulo Road
Kapa'a, HI 96746

Contact: James Powell
Phone: 823-8892 Cell: 651-5924
Email: jprk@gte.net

T.S. DYE & COLLEAGUES,
ARCHAEOLOGISTS, INC.
735 Bishop Street, Suite 315
Honolulu, HI 96813

Principal Archaeologist & President: Thomas S. Dye, Ph.D.
Phone: 529-0866 Fax: 529-0884
Email: colleagues@tsdye.com
WWW-URL: www.tsdye.com

XAMAN EK RESEARCHES
P.O. Box 880131
Pukalani, HI 96788

Archaeologist: Erik Fredericksen, M.A.
Phone: 572-8900 & 572-6118
Fax: 572-6118

The organizations or individuals listed above are not directly associated with the State Historic Preservation Division nor is listing to be construed as any guarantee of the quality of work. Project cost may vary considerably between companies. It is recommended that more than one estimate be obtained. It is also recommended that any contract contain language that specifies that a report meeting DLNR minimal standards will be provided as a product. All of the above organizations have on their staff, and often hire on a part-time basis, persons meeting minimal National Park Service standards as archaeologist. All of the above have indicated to the State Historic Preservation Officer that they are engaged in contract archaeological work.

Rev. 9/18/03

raised pavement markers and traffic tapes; furnishing the asphalt concrete pavement; spreading, furnishing, applying, and protecting the tack coat; compacting, and finishing the asphalt concrete pavement; sampling; protecting the pavement; and furnishing labor, material, tools, equipment, and incidentals necessary to complete the work.

The price for *Asphalt Concrete for Pull-out Areas, Mix No. IV* includes full compensation for minor grading of existing roadway shoulder surfaces to provide a flat, drained roadway shoulder pull-out area as directed by the Engineer; compacting the surface using a vibratory roller with 15 to 20 assumed passes; removing and disposing an assumed maximum quantity of organic or unsuitable material of 1 cubic yard per site; furnishing the asphalt concrete pavement; spreading and compacting, and finishing the asphalt concrete pavement; sampling; protecting the pavement; providing traffic control; and furnishing labor, material, tools, equipment, and incidentals necessary to complete the work.

The pavement structure for the pull-out areas will be approximately 3 inches of Mix IV on compacted native earth. The Contractor shall assume that the pavement areas will vary from 200 to 400 square ft at each mile post site listed in 401.01. The exact paving limits at each site will be determined in the field by the Engineer. The Engineer may change one or more of the locations to a new mile post site with no change to the unit price if such changes are between Mile Post 4.32 to 23.70.

For each pull-out work area, the Contractor shall include in the unit price, an allowance for traffic control that includes two flagmen and construction warning signs similar to Figure 1 – Traffic Control Plan in Section 645. The two CG20-2A signs shown in Figure 1 for this specific work item is not required.

If base course or other pavement structure material is needed for any of the pull-out areas, the excavation, installation, and compaction of this additional material will be considered as extra work and paid for separately.

The Engineer will make payment under:

Pay Item	Pay Unit
Asphalt Concrete Pavement, Mix No. IV	Ton
<u>Asphalt Concrete Pavement, Mix No. V</u>	<u>Ton</u>
Asphalt Concrete for Pull-out Areas, Mix No. IV	Ton"

The Engineer may, in lieu of requiring removal and replacement, use the sliding scale pay factor to accept asphalt concrete pavements compacted to 90, 91, or 98 percent. The Engineer will make payment for the material in that production day at a reduced price arrived at by multiplying the contract unit price by the pay factor as shown in Table IV.

The Engineer will measure Additional Type-D Pavement Markers per each. These Additional Pavement Type-D Markers apply only to areas where Additional Yellow Thermoplastic Centerline Striping is installed.

629.05 Basis of Payment. The Engineer will pay for the accepted pavement striping at the contract lump sum price complete in place. The price includes full compensation for establishing control points, removing existing pavement markings, laying out, cleaning the existing surface, furnishing and applying the pavement stripings, and furnishing labor, materials, equipment, tools, and incidentals necessary to complete the work.

The Engineer will pay for accepted Additional Yellow Thermoplastic Centerline Striping at the contract unit price in place. The price includes full compensation for striping removal or eradicating if required, layout, cleaning the existing surface, furnishing and applying yellow thermoplastic, striping, traffic control, and all labor, materials, equipment, and incidentals necessary to complete the work.

The Engineer will pay for accepted Additional Type-D Pavement Markers at the contract unit price in place. The price includes full compensation for removing and disposing existing pavement markers, cleaning the existing surface, furnishing and applying new pavement markers, traffic control, and all labor, materials, equipment, and incidentals necessary to complete the work.

The Engineer will pay for the accepted detour pavement striping on a contract lump sum basis. The price includes full compensation for establishing control points, laying out, cleaning the existing surface, furnishing and applying the detour pavement striping, and furnishing labor, materials, equipment, tools, and incidentals necessary to complete the work.

The Engineer will pay for the pavement markers including adhesives at the contract lump sum price. The price includes full compensation for submitting samples; applying adhesives; furnishing, installing, and protecting the pavement markers; and furnishing labor, materials, equipment, tools, and incidentals necessary to complete the work.

The Engineer will not pay for the accepted temporary pavement markings, flexible delineators posts with reflector markers, Type I Barricades, and temporary signs. The Engineer will consider the price for them included in the bid price of the various contract items. The price includes full compensation for maintaining, replacing, and eventually removing the temporary pavement markings, flexible delineators and barricades; and furnishing labor, materials, equipment, tools, and incidentals necessary to complete the work.

The Engineer will pay for the accepted removal of existing pavement markings at the contract lump sum price. The price includes full compensation

for removing the existing pavement markings; and furnishing labor, materials, equipment, tools, and incidentals necessary to complete the work.

The Engineer will pay under:

Pay Item	Pay Unit
4-Inch Pavement Striping (White Tape, Type I or Thermoplastic Extrusion)	Lump Sum
Additional Yellow Thermoplastic Centerline Striping	Linear Foot
Additional Type "D" Pavement Marker	Each"

END OF SECTION

PROPOSAL SCHEDULE

<u>ITEM NO.</u>	<u>ITEM</u>	<u>ESTIMATED QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
202.0100	Removal of Headwall	L.S.	L.S.	L.S.	\$
202.0150	Removal of Grated Drain Inlet	L.S.	L.S.	L.S.	\$
203.0100	Roadway Excavation	217	CU YD	\$	\$
203.8900	Report Preparation	50	HOUR	\$	\$
203.9000	Archaeological Monitoring	400	HOUR	\$	\$
203.9100	Archaeological Equipment Use, Stand-by, Mobilization, or Testing	F.A.	F.A.	F.A.	\$ 75,000.00
206.2020	Structure Excavation for Culverts	20	CU YD	\$	\$
206.5130	Structure Excavation for Headwall	60	CU YD	\$	\$
209.0000	Water Pollution and Erosion Control	F.A.	F.A.	F.A.	\$ 50,000.00
305.0100	Aggregate Sub-Base	46	CU YD	\$	\$
306.1000	Untreated Permeable Base Course	31	CU YD	\$	\$
312.0100	Plant-Mix Glassphalt Concrete Base Course	53	TON	\$	\$
401.0400	Asphalt Concrete Pavement, Mix No. IV	51	TON	\$	\$
401.0410	Asphalt Concrete Pavement, Mix No. V	132	TON	\$	\$
401.0420	Asphalt Concrete Pavement for Pull-out Areas, Mix No. IV	35	TON	\$	\$
508.0000	CRM Headwall	15	CU YD	\$	\$

Project No. 360AB-02-00

November 2003

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PROPOSAL SCHEDULE

<u>ITEM NO.</u>	<u>ITEM</u>	<u>ESTIMATED QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
603.0000	Bed Course Material for Culvert	5	CU YD	\$	\$
603.0100	Cleaning Existing Drainage System	F.A.	F.A.	F.A.	\$ 10,000.00
603.1000	3 feet x 1.5 feet Reinforced Concrete Box Culvert	34	LIN FT	\$	\$
603.1032	24-Inch Reinforced Concrete Pipe, Class III, or 24-Inch High Density Polyethylene Pipe, Type S	146	LIN FT	\$	\$
604.0370	Type F Drain Manhole, 4.00 feet to 4.99 feet	1	EA	\$	\$
604.0500	Connect to Existing GDI	1	EA	\$	\$
604.2320	Type 61614P Grated Drop Inlet, 2.00 feet to 2.99 feet	1	EA	\$	\$
604.2330	Type 61614P Grated Drop Inlet, 4.00 feet to 4.99 feet	2	EA	\$	\$
604.2340	Type 61616P Grated Drop Inlet, 4.00 feet to 4.99 feet	1	EA	\$	\$
605.0006	6 Inch Preforated Underdrain Pipe	98	LIN FT	\$	\$
605.0106	6 Inch Nonperforated Underdrain Pipe	7	LIN FT	\$	\$
605.2000	Underdrain Cleanout	2	EA	\$	\$
606.0300	Guardrail Type Strong Post (W-Beam)	1,812	LIN FT	\$	\$
606.5010	Terminal Section Type FLEAT-350 (TL-2)	7	EA	\$	\$
606.5030	Terminal Section Type "G" Flare	2	EA	\$	\$
609.6100	Concrete Swale	565	LIN FT	\$	\$

Project No. 360AB-02-00
November 2003
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PROPOSAL SCHEDULE

<u>ITEM NO.</u>	<u>ITEM</u>	<u>ESTIMATED QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
609.6200	Curb and Gutter, Type "2AG"	1,224	LIN FT	\$ _____	\$ _____
609.6500	Smooth Transition to Existing at Sites 6 & 7	L.S.	L.S.	L.S.	\$ _____
612.1000	Grouted Rubble Paving for Drainage	3	CU YD	\$ _____	\$ _____
621.4130	Additional Reflector Markers (RM-5)	1,500	EA	\$ _____	\$ _____
621.7101	Construction Warning Sign (10 Square Feet or Less) with Post	6	EA	\$ _____	\$ _____
621.7102	Construction Warning Sign (Greater than 10 Square Feet) with Post	24	EA	\$ _____	\$ _____
621.7103	Construction Warning Sign (10 Square Feet or Less) without Post	24	EA	\$ _____	\$ _____
629.1010	4-Inch Pavement Striping (White Tape, Type I or Thermoplastic Extrusion)	L.S.	L.S.	\$ _____	\$ _____
629.1012	Additional Yellow Thermoplastic Centerline Striping	80,000	LIN FT	\$ _____	\$ _____
629.1014	Additional Type D Pavement Markers	6,000	EA	\$ _____	\$ _____
640.6300	Concrete Spillway	18	LIN FT	\$ _____	\$ _____
645.0000	Additional Police Officer and/or Additional Traffic Control Devices	F.A.	F.A.	F.A.	\$ 50,000.00
651.1000	Excavation for Reconstruction of Weakened Pavement Areas	62	CU YD	\$ _____	\$ _____
699.1000	Mobilization (Not to Exceed 10% of the sum of all items excluding the bid price of this item and other force account items)	L.S.	L.S.	L.S.	\$ _____
a. SUM OF ALL ITEMS					\$ _____

NOTE: Bidders must complete all unit prices and amounts. Failure to do so may be grounds for rejection of bid.

Project No. 360AB-02-00

November 2003

P-11

November 19, 2003

Meeting Minutes

Hana Highway Improvements, Huelo to Hana, MP 4.20 to MP 23.70

360AB-02-00

Mandatory Prebid Meeting

Place: Maui District Office Conference Room

Date/Time: November 18, 2003, 10:00 a.m.

Attendees: See attached sign-in sheet

1. After introductions of all attendees, Scot said that this meeting is a mandatory prebid meeting and contractors who do not attend this meeting will be disqualified from submitting bids for the project.
2. Scot said that the purpose of this meeting was to go over certain items in this project that is slightly different from 'regular' projects. There are some items described in the special provisions only. Scot noted that there is an Addendum No. 1 out.
3. In 104.16 – Scot said that the estimated amount of contract items by DOT is close to the amount available for construction. If the bids come out more than the funds available, DOT will begin deleting work in the order shown in this section. There are three items listed that will be covered in more detail later.
4. Scot said that SHPD has identified three areas with the potential for historic properties or objects that can be encountered. For this reason, in 108.04, HDOT wants the contractor to begin work at site location nos. 1, 4, and 11 first. The reason for this is that if historic objects are encountered, if the contractor is unable to work around these areas until SHPD makes a determination of what to do, the contractor will have the option to mobilize his equipment and men to another work area. If such mobilization is required, there is a force account item for Archaeological Equipment Use, Stand-by, Mobilization, or Testing to pay for this. If SHPD needs the contractor's assistance to uncover, move, or protect any findings, payment will be made from this force account item. The main intent to begin work in this area is to minimize any delay costs to DOT and have more options available to the contractor if findings are encountered.
5. Melissa (SHPD) outlined the requirements of Archaeological Monitoring (203.03 (A)). This specification section mirrors the previously approved Archaeological Monitoring Report that was prepared by DOT and approved by SHPD. Melissa said that the likelihood of burials are slim given the already disturbed nature of the roadway. Any historic findings would be objects or features – such as in the Mile Post 19 site where a rock wall was identified as historic. If there are any ground disturbing activities, a monitor must be present. Melissa noted that the list of firms shown in Section 203 might be old. The current list is about 2-1/2 pages long.
6. Scot noted that the wall is on the ocean side of the roadway. Work in this area will be primarily on the mountain side of the road.

7. Scot said that the updated list of archaeological firms will be provided by addendum.
6. Bob Chin (Diversified Machinery) said that in his experience, the report writers were more expensive than the archaeological monitors. How will this be handled?
7. Scot said that DOT will establish a new pay item for the report writers, and a separate pay item for the monitors. This will be done by addendum. In response to Scot, Melissa said that for the type of report she anticipates for this project, it does not take a lot of time – perhaps a day if she has access to the information she needs. Scot said that a budgetary amount of 40 to 50 hours will be provided for report writing.
8. There was discussion of how hourly charges by the report writer will be monitored by the contractors? Nobody will be there physically at the archaeological firm's office to verify that work is being done. Scot said that although there is a requirement for the archaeological monitor and report writer to submit signed timesheets, there will have to be some degree of trust with the archaeological firm.
9. Melissa asked what assurance is there that a report will be furnished? In other jobs, SHPD never got a final report. Scot said that if this is a requirement, the report will be considered as part of the overall work scope of the project. Therefore the project cannot be closed out and DOT will hold retainage until the report is furnished. Melissa encouraged the contractors to have their archaeological firms to contact her when the work starts.
10. Scot said that in 401.07, there are two items for AC. One item is for regular patching of the trenches, reconstructed pavement areas, etc. The other item is specifically for paving pullout areas along the roadway shoulders. This item, Asphalt Concrete for Pull-out Areas shall include allowance for scraping off and disposing debris, flattening the area for paving, compacting the subgrade, allowance for traffic control, and paving 3" of mix IV onto the ground. A pavement section is shown on page 401-21a of Addendum No. 1. If compaction cannot be achieved, the contractor shall inform the engineer what methods were taken, and the engineer may accept the asphalt in place and waive the compaction requirements only for this item. If base course is needed, this will be paid for separately. Scot said that there are seven areas each with an approximate square footage ranging from 200 to 400 each. The engineer or inspector will determine the exact limits in the field. If some contractors want to look at the actual area, a Maui District personnel can take them out to each of these sites. All contractors declined due to the inclement weather along the highway.
11. Scot said that there is a pay item for Additional Reflector Markers - RM-5. Contractor should be aware that RM-5 markers on all new guardrails are incidental to the guardrails. The Additional Reflector Marker pay item is specifically to install new RM-5 markers onto existing guardrails where missing. A table of existing guardrails and approximate mile posts are shown at the end of section 621. Scot said that most likely, most of this work can be done from behind the guardrails, however, there may be areas that a lane closure might be

needed. The contractor should provide an allowance for traffic control into the unit price for these RM-5s.

12. Scot said that similar to the reflector markers, there is a separate item for additional centerline striping. Contractor should note that there is a lump sum item for striping also. The lump sum item is to stripe all areas called out for in the plan sheets, for example, where there is trench patching or guardrails installed. The Additional Centerline Striping pay item is specifically to re-stripe other portions of Hana Highway, between MP 2.8 to 31.4. Allowance for traffic control should be included in the unit price. Scot said that it is measured by linear feet, each stripe. So if the contractor installs a double yellow stripe 100 ft long, each stripe will be measured, therefore a total of 200 linear ft payable. If there are dashed stripes, each dash will be measured. In response to the contractor's inquiry, Paul Chung (Maui District) said that in many areas, the existing striping is faded and it might be possible to stripe right over it. Scot said that this pay item includes removal or eradication, if required.
13. Scot said that there is a pay item Additional Type-D pavement Markers in section 629. Wherever the Additional Striping is installed by the contractor, Type-D markers shall be installed and will be paid from this item.
14. A question was raised about how will removal of existing striping be paid? Plans call out for removing existing striping in the new guardrail installation areas. Scot said that this cost should be incidental to the guardrails.
15. A question was raised about the proposal quantities for the Construction Warning Signs. Scot said that the proposal quantities are based on the assumption that the contractor will work at three areas simultaneously. Therefore these unit prices should include costs to re-use and relocate the signs. Scot said that if the contractor elects to work at more areas simultaneously, the additional signs can be paid for at the unit prices. In past Hana Highway projects that involved multiple sites, the contractor worked at 2 or 3 locations at a time. In this project DOT did not know how many sites the contractor will work simultaneously and therefore assumed 3 based on past experience.
16. Sidney Quintal (Sun Industries) said that he would like to put DOT on notice about his concerns with the FLEAT installation in the project. The FLEAT is a gated system and there are some areas with questionable clear space behind the installations. Sun is concerned from a liability standpoint. Scot said that the installation locations were discussed by the Designer and the Traffic Branch and it was felt that due to the site characteristics, it was the best fit. Scot asked what would be Sun's recommendation to address their concerns? A 3-cell quadguard was recommended by Sidney. A 24" wide quadguard can be furnished. The nose can be painted a different color if needed. Athan (Maui District) said based on past experience with community members, aesthetics is extremely important and there might be opposition to the quads. Scot said that in other projects, the community was against thrie-beams. Sun said that they would be agreeable to participate in future public meetings to help educate the community on the safety issues if DOT desires.
17. It was noted that on Sheet 29, the thickness of the pavement structure is not shown. Scot said that dimensions will be provided via addendum.

18. Bob asked if a summary of quantities sheet will be provided? It makes it easier for the contractors to determine the quantities and locations. Scot said that a sheet will be provided via addendum.

Meeting adjourned 11:40 AM.

FACSIMILE TRANSMITTAL

Fax: (808)692-7555

Phone: (808) 692-7553

To: See Attached Sign-In List

Date: 11/20/03

From: Scot Urada, State Highways
Design Branch

Subject: List of Attendees - Mandatory Pre-Bid Meeting for the Hana Highway Improvements, Huelo to Hana, M.P. 4.20 to M.P. 23.70, Project No. 360AB-02-00

Attached is the sign-in sheet showing all parties who participated in the mandatory Pre-Bid meeting held at the Maui District office at 10:00 AM on November 18, 2003. Contractors represented by people in attendance will be allowed to submit bids for the subject project. Contractors who did not send a representative to this meeting are disqualified from submitting bids for this project.

- ☐ - Rush
- ☐ - For Review
- ☐ - For Appropriate Attention/Action
- ☐ - For Signature/Approval
- ☒ - For Your Information & file
- ☐ - As Requested
- ☐ - Originals will be mailed

cc: project file
✓ HWY-M, A. Adachi
✓ M&E Pacific, D. Kodama
CON, J. Ho

Number of pages including this cover sheet: 2

SIGN IN SHEET - PRE-BID MEETING

November 18, 2003, 10:00 AM
Maui District OfficeHANA HIGHWAY IMPROVEMENTS
HUELO TO HANA, M.P. 4.20 TO M.P. 23.70

	NAME	COMPANY	PHONE/FAX	EMAIL
✓ 1.	JEFF FRANCIS	Global Specialty	808-843-8881	Fax 843-8883
2.	STEVE TEHTILE	KFC AIRPORT	808-836-7787	
3.	EDWIN IGE	PACIFIC PILE	808-244-1972	← FAX 244-1992
4.	PAUL M. CHUNG	SDOT	873-3535	
5.	Chris Yamasaki	DOT	692-7572	
✓ 6.	BOB CHIN	DIVERSIFIED MACHINERY	808-244-3139	Fax 242-7140
✓ 7.	JOE QUINTAL	SUN Int.	808-833-2502	Fax 834-5630
8.	MARGARET JING	MAN MASTER BUILD	242-8186 242-5708	← FAX
9.	Melissa Kirkendall	DLNR-SHPD	243-5169	
10.				
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19.				
20.				

Scot Ureda HDOT

692-7553

scot.ureda@hawaii.gov