

**STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS**

**ADDENDUM NO. 1**

**TO**

**PLANS AND SPECIFICATIONS**

**FOR**

**SHEET PILE AND BOLLARD REPAIRS AT PIER 39  
HONOLULU HARBOR, OAHU, HAWAII**

**JOB S10848**

**May 17, 2023**

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

- I. PRE-BID MINUTES – The Pre-Bid Meeting Minutes are attached for your information.

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



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DREANALEE K. KALILI  
Deputy Director  
Department of Transportation, Harbors

**STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS**

**PRE-BID MEETING MINUTES**

**DATE:** May 15, 2023

**TIME:** 8:00 a.m. Hawaii Standard Time (HST)

**LOCATION:** Tele-Conference

**PROJECT:** Sheet Pile and Bollard Repairs at Pier 39, Honolulu Harbor, Oahu,  
Hawaii - Job S10848

**ATTENDANCE:**

Name:	Company/Organization:	Email:
Gregg Hirokawa	Department of Transportation, Harbors	gregg.hirokawa@hawaii.gov
Grant Okunaga	MKE Associates LLC	grant@mkellc.com
Amar Jaishi	MKE Associates LLC	amar@mkellc.com
Ryan Arfman	Sea Engineering	rarfman@seaengineering.com
Russell Luke	Sea Engineering	rluke@seaengineering.com
David Wilburn	Composite Construction LLC	david@ccon-llc.com
Sean O’Kelly	Global Specialty Contractors, Inc.	seano@globalspecialty.net
Emmanuel Minde	Global Specialty Contractors, Inc.	eminde@globalspecialty.net

**I. INTRODUCTION**

Attendees introduced themselves (name and company).

**II. IMPORTANT ITEMS**

1. This meeting is to clarify general questions only. If there is a conflict between what was stated in this meeting and the bid documents, the bid documents shall govern. Any significant changes will be issued through an addendum. A copy of the meeting minutes will be issued to all attendees.

2. Deadline for questions is 9:00 a.m. HST on May 19, 2023. Questions and responses will be published on May 22, 2023.

All questions must be submitted through HiePRO.

3. Proposals due on June 2, 2023, at 2:00 p.m. HST.
4. The scope of work consists of repairing concrete sheet piles, replacing fenders, and installing a new mooring cleat.
5. The estimated cost is \$500,000 to \$1,000,000.
6. Key Information
  - a. Bidders must possess a valid State of Hawaii General Engineering Contractor's "A" license at the time of bidding.
  - b. The contractor should not expect a five-day continuous work week schedule. Weekend and night work may be required due to Young Brothers, LLC (YB), activities and daily operations.
  - c. Completion time shall be 250 calendar days and includes submittal and material delivery time.
  - d. An existing four-foot by four-foot opening in the sheet pile wall can be used to access the pier underside for the mooring cleat installation.

### **III. GENERAL DISCUSSIONS**

1. Question: It's understood that the Contractor may not have a five-day work week due to continued operations of YB. What length of pier can be shutdown during each phase of construction?

Response: Exact length of pier that can be shutdown in each phase will be determined after award at the pre-construction meeting. For similar past projects, YB and the Contractor were able to agree on a phasing plan. Bidders shall assume that not more than one bollard can be shutdown at a time. Assume larger phases will be allowed between dock marker (DM) 500 and 1000, and smaller phases will be allowed between DM 300 and 500 which is YB's preferred berthing area.

2. Question: Since the Contractor will not have a five-day work week, do existing fenders need to be removed and reinstalled multiple times when a vessel berths?

Response: No, for Bid Items 7 and 8, which involve removal and reinstallation of fenders to perform concrete repairs, bidders shall assume these fenders will only need to be removed and reinstalled once.

3. Question: Will the Contractor be required to repair spalls underwater? Will divers be required to complete this work?

Response: Bidders shall assume all repairs are at or above the waterline. No diving work is anticipated for this project. Should spall repairs extend below the water, the State will work with the Contractor during construction.

4. Question: If the mooring cleat is shop-coated on the mainland, will the State still require inspection before coating?

Response: No, if the mooring cleat is shop-coated on the mainland, inspection before coating is not required. Assume mooring cleat will be inspected upon arrival prior to installation.