

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

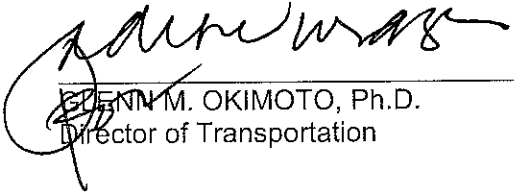
ADDENDUM NO. 1
for
SLOPE IMPROVEMENTS FOR EROSION CONTROL
AT VARIOUS SITES ON OAHU, PHASE 5
PROJECT NO. HWY-O-01-12

The following amendments shall be made to the Bid Documents:

A. PRE-BID MEETING MINUTES

1. Attached as Attachment "A" are the May 7, 2012 pre-bid meeting minutes and attendance sheet.

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.



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

ATTACHMENT "A"

MINUTES OF MEETING

Project: PROJECT NO. HWY-O-01-12 SLOPE IMPROVEMENTS FOR EROSION CONTROL
AT VARIOUS SITES ON OAHU, PHASE 5
Pre-bid Meeting
Date: May 7, 2012
Time: 9:00 am -10:00 am
Location: Oahu District Large Conference Room

A pre-bid meeting was held by the State of Hawaii (State) Department of Transportation, Highways Division, on May 7, 2012 at 9:00 am for the Slope Improvements for Erosion Control at Various Sites on Oahu, Phase 5 project.

Mr. Jason Lau, the Project Design Engineer, opened the meeting by providing a general project overview. Mr. Lau noted that the project included 22 sites as shown on the plans and included various types of improvements such as installation of articulated concrete block mat system, installation of erosion control matting, installation of anchor wire mesh system, outfall retrofit, and vegetation of slopes. Mr. Lau proceeded to follow the meeting agenda (See attached) to mention the critical dates, completion time, and National Pollutant Discharge Elimination System (NPDES) Construction General permit status.

The following summarizes the comments received from the attendees:

Questions from Mr. Delwayne Lau, Hawaiian Dredging

Question 1: Were there previous phases of the project?

Response: Yes, there were previous projects addressing soil erosion from roadside areas within DOT Highways rights-of-way, Phases 1 through 4.

Question 2: Mr. Delwayne Lau asked if he could obtain the bid tabulations for the previous phases?

Response: Mr. Delwayne Lau is directed to contact the State Highways Division's Contracts Office for more information on bid notices, requests for proposals and other contract-related inquiries at.

Question 3: Is the project completion time Three Hundred Sixty Five (365) Working days or Calendar Days?

Response: The project completion time is Three Hundred Sixty Five (365) Working days.

ATTACHMENT "A"

Slope Improvements for Erosion Control At Various Sites on Oahu, Phase 5

Pre-bid Minutes of Meeting
May 7, 2012

Question 4: What is MS4?

Response: MS4 stands for Municipal Separate Storm Sewer System and it represents the storm drains (inlets, manholes, pipes, culverts, open channels, and outfalls) owned by the State Highways Division.

Question 5: What is difference between Type 1 and Type 2 Erosion Control matting?

Response: Please refer to Special Provision Section 659 - Erosion Control Matting.

Question 6: Do you anticipate change in current bid date?

Response: No. State Highways Division does not anticipate any changes to the proposed bid date at this time.

Question 7: Do we work with State Highways Division to obtain NPDES Construction General permit coverage and Notice to Proceed (NTP)?

Response: Yes. The contractor needs to work with the Construction Project Engineer at the State Highways Division to obtain Notice of General Permit Coverage (NGPC) prior to NTP.

Question 8: Since the project sites are clustered at various locations on the Island of Oahu, does the State Highways Division have any preference for construction phasing of the sites?

Response: No. The State Highways Division does not have a priority or preference for construction phasing of the sites.

Question 9: The project completion time almost takes 17 months?

Response: The project completion time was estimated based on one crew working at any given time. The contractor can choose to work with additional crews after concurrence from the Construction Project Engineer.

Question 10: Does traffic control include any special requirements?

Response: No. The traffic control was based on Manual on Uniform Traffic Control Devices (MUTCD). There are no detours for the project. The traffic control includes shoulder or lane closures as shown on the plans.

ATTACHMENT "A"

Slope Improvements for Erosion Control At Various Sites on Oahu, Phase 5

Pre-bid Minutes of Meeting
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Question 11: Are there two types of articulated concrete blocks? What is the difference?

Response: Yes, there are two types of articulated concrete blocks, Type 1 and Type 2. Please refer to Special Provision Section 667 – Articulated Concrete Block Mat System to note the differences between the two types of articulated concrete blocks.

Question 12: Did Phase 4 include Articulated Concrete Block Mat System and who did the contractor use to obtain the blocks locally?

Response: Yes, Phase 4 project had the two types of articulated concrete blocks, Type 1 and Type 2. The Contractor for Phase 4 project, Contech Engineering, Inc., used local vendor Tileco, Inc.

Question 13: Does the State Highways Division have any concerns on this project?

Response: The State Highways Division has no concerns for this project. However, it was discussed Sites 14 and 15 are harder than the rest. Site 14, PID 300350 is an active culvert under H-3 Freeway. The contractor should consider having a diversion if needed and possibly plan activities during dry season. Site 15 requires installation of both Erosion Control Matting and an Anchor Wire Mesh System. The Contractor shall ensure that the slope is protected during construction.

Question 14: Are fiber rolls the only temporary BMP used in this project?

Response: No. Fiber rolls are not the only temporary BMP used in this project. The project utilizes temporary BMPs such as silt fence, inlet protection, and catch basin protection.

The following questions were submitted after the pre-bid meeting:

Question 15: Request clarification on the following plan and specification discrepancy: Plan sheet 69, note 2 indicates that "ACBM blocks may be sawcut to meet the space requirements". Special Provision section 667.03(I)(2) rows 292-293 indicates that "No partial blocks...shall be used to fill any gaps or voids within the ACBM system."

Response: Please refer to Special Provision section 667.03(I)(2) rows 301 to 312 which provides information about the sawcutting of blocks. Rows 292 to 293 are intended to prohibit using random pieces to fill gaps or voids within the ACBM system.

ATTACHMENT "A"

SLOPE IMPROVEMENTS FOR EROSION CONTROL AT VARIOUS SITES ON OAHU, PHASE 5

Project No. HWY-O-01-12

Pre-Bid Meeting

May 7, 2012

1. General Project Overview: This project is part of the State of Hawaii Department of Transportation, Highways Division (DOT) Storm Water Management Program (SWMP). The proposed improvements address soil erosion from roadside areas within DOT Highways rights-of-way and near MS4 outfalls to prevent further soil erosion.

Generally, the types of slope improvements consist of:

- installation of articulated concrete block mat system
- installation of erosion control matting
- installation of anchor wire mesh system
- outfall retrofit
- vegetation of slopes

2. Critical Dates

- a. Submit Certification for Hawaii Product Preference (SPO-Form 38) 4:30 p.m., 5/10/12
- b. Bid Opening 2 p.m., 5/24/12

3. Completion Time: Three Hundred Sixty Five (365) Working days from the date indicated in the Notice to Proceed from the Department (Note: Completion Time does not include plant establishment period of 21 months.)

4. Estimated Construction Cost: between \$2,000,000 and \$5,000,000

5. NPDES Permit Status.

6. Question and Answer Period

Slope Improvements for Erosion Control at Various Sites on Oahu, Phase 5
Pre-Bid Meeting
Monday, May 7, 2012.

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ATTACHMENT "A"