

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

ADDENDUM NO. 3

FOR

**MOKAPU SADDLE ROAD REHABILITATION
NANAMOANA STREET TO ONEAWA STREET**

FEDERAL-AID INTERSTATE PROJECT NO. STP-065-1(011)

The following is provided for information:

A. PRE-BID MEETING MINUTES

The attached Pre-bid Meeting minutes and sign-up sheet are provided for information.

Please acknowledge receipt of this Addendum No. 3 by recording the date of its receipt in the space provided on Page P-4 of the Proposal.


FORD N. FUCHIGAMI
Director of Transportation

**MOKAPU SADDLE ROAD REHABILITATION
NANAMOANA STREET TO ONEAWA STREET
PROJECT NO. STP-065-1(011)**

**PRE-BID MEETING MINUTES
MAY 15, 2017**

The following are minutes for the Hawaii Department of Transportation (HDOT) pre-bid meeting with prospective bidders for the Mokapu Saddle Road Rehabilitation Nanamoana Street to Oneawa Street project.

The meeting was held at the State Office Building in Kapolei at 1:00 pm. Bryan Lum conducted the meeting.

A sign-in sheet with the names of the attendees is attached.

Questions:

1. Will some areas may or may not need to have HMAB put in?

Replacing existing CTB with HMAB will depend on the condition of the existing CTB in that area. The condition of CTB is determined by field conditions and coring in the specified areas. The Engineer will examine the cores & field conditions and determine the CTB Replacement areas. Refer to Plan Sheet ADD. 15 and Special Provisions Section 301.

2. The match lines on Plan Sheet Nos. 44, 45, and 46 do not match up. Please check.

The match lines on the mentioned plan sheets are fine. The paving limit transition from Plan Sheet Nos. 44 to 45 at BL Sta. 41+00 did not match up. The sheets were revised.

3. In order to better identify the currently unknown areas where CTB would need to be replaced, would the State consider creating a **per day** bid item for paving? We wouldn't know how many times we have to go back and forth trying to find the limits of what CTB has to be replaced.

Coring is done in advance of cold planing. There is no need for a paving per day cost item for CTB removal and HMAB placement. The decision of the CTB replacement areas will be determined by the Engineer after reviewing the cores & field conditions. Coring instructions are under Note 1 on Plan Sheet ADD. 15. Coring Detail was also added to the sheet. Refer to Plan Sheet ADD. 15 and Special Provisions Section 301.

4. How was the quantity of ATB determined? Bid Items 301.1000 Hot Mix Asphalt Base Course and 414.1000 Excavation of Weakened Pavement Areas are both made of a known area and an unknown area. Would the State consider making the unknown areas a force account item? or separate items? It's difficult to develop a unit price when the work areas are unknown.

The original HMAB estimate (Bid Item 301.1000) was comprised of both HMAB for recon areas and HMAB for CTB replacement. HMAB for recon areas is a known quantity that can be estimated from the plans. HMAB for CTB replacement areas is an "unknown" quantity because the replacement areas would vary and are dependent on field conditions and coring results. For clarity, the HMAB bid item was separated into two bid

items: HMAB for Recon Areas and HMAB for CTB Replacement. Refer to the Proposal Schedule and Note 33 under General Notes Plan Sheet ADD. 3.

Bid Item 414.1000 Excavation of Weakened Pavement Areas is already a known quantity based on the Reconstruction Schedule, Reconstruction Details, and Roadway Plans. Reconstruction Details were revised.

The meeting ended at 1:22 pm.

Email Questions:

1. Notes regarding cut or grind stump on Plan Sheet Nos. 44 and 55 are not consistent. Is the depth 24" or 4" below?

The notes on Sheet 44 and 55 were revised. The stumps shall be grinded down to a depth of 24" below finish grade.

2. Where are Gutter Type 2 2012016 and 1211216 shown in the plans?

Refer to Plan Sheet Nos. ADD. 56 and ADD. 44 callout for BL Sta. 39+93 to 40+50.

3. Where is Curb and Gutter Type 2D in the plans?

The bid item in the proposal schedule was revised to 638.4000 Curb, Type 2D 4-Inch. It is on Plan Sheet No. 16.

4. Where are the detectable warning mats located and what are their sizes?

Detectable warning mats shall be replaced at curb ramps in the Mokapu Saddle Rd & Kapaa Quarry Rd (BL Sta. 62+00 to 63+50) and Mokapu Blvd & Oneawa St (BL Sta. 48+40 to 46+81) intersections. Refer to Plan Sheet No. 19 for Detectable Warning Details.

5. Kahinani Place looks like it was paved recently. Will it be excluded from the plans?

Paving for Kahinani Place was removed from the project.

6. When is the last day to submit clarification requests for this bid?

May 16th.

7. Please clarify the edge of shoulder in the median and shoulders.

Edge of Pavement and Edge of Shoulder labels were added to the Roadway Plans.

8. How is the 57' x 24' recon area on Sheet 44 & 45 shown on the table on Sheet 42?

The 57' x 24' recon area covers both westbound and eastbound lanes. The recon area is split between the Eastbound and Westbound Schedules. On both schedules, it is noted as 57' x 12' from BL Sta. 40+63 to Sta. 41+20.

9. Please clarify what is meant by "grinding" on Sheet 15. To us, grinding is the same as cold planing. We interpreted Note 2c as we would not get paid to cold plane half the job.

Also, how should we interpret the incidental costs in the Pavement Notes on the same sheet?

"Grinding" was used to ensure all the AC removed from the top of the CTB to allow the tack coat to bind correctly to the CTB. The Pavement Notes on Plan Sheet 15 were revised to prevent further confusion. Refer to Plan Sheet ADD. 15.

Here is a short summary of the revisions:

- *"Cold planing" replaces "grinding".*
- *Coring is no longer incidental and is a Bid Item in the Proposal Schedule.*
- *Probing of CTB was removed.*
- *Cold planing of the CTB shall be considered incidental to cold planing per Plan Sheet ADD. 15 Note 2b.*
- *Coring Detail added.*

10. Is Bid Item 203.1000 Roadway Excavation intended for the area where the contractor might remove the CTB? Or would this be paid for under bid item 414.1000 Excavation of Weakened Pavement? Please clarify.

Bid Item 203.1000 Roadway Excavation is for CTB Removal.

11. Sheet 39 of the plans showing the new guardrail for Ramp K-3. There are two descriptions which appear to overlap each other. Please clarify exactly the new guardrail to be installed.

The new guardrail and existing guardrail never connect and overlap between Ramp K-3 BL Sta. 7+65 to Sta. 7+77. New guardrail is depicted by the "filled black boxes" from Ramp K-3 BL Sta. 3+93.90 to Sta. 7+77.25, and is located 6' in front of the existing guardrail. The existing guardrail is to be removed per Plan Sheet ADD. 39.

12. Please clarify exactly how the new guardrail and attenuator will be installed in the median at Sta. 39+59.50 to 40+18 (Sheets 40 and 44). The description states to remove 87.5' of existing guardrail, but only states to install 12.5' of new guardrail and the attenuator. This description does not match the detail shown on Sheet 40 and per the description the attenuator would be installed 75' in back of the existing GDI. The detail shows that the attenuator will be in front of the GDI. Please confirm that the layout will follow sheet 40, if so the attenuator will be protruding into the turning opening since the existing GDI is approximately 25' from the existing striping.

The new guardrail and attenuator are installed per Plan Sheet ADD. 40 and ADD. 44. There are two GDI's in this area. The new GDI (BL Sta. 39+91 to Sta. 39+96) is located about 52' before the existing GDI. The new GDI is shown in the layouts on Plan Sheet 40. The new attenuator location is about 30' before the existing GDI. Plan Sheet 40 and the note for the median guardrail work on Sheet 44 were revised for clarity. Also, refer to Plan Sheet Nos. ADD. 44, ADD. 56, 57-62 for Grading Plan and GDI Notes and Details.

13. Please clarify exactly how the new guardrail and attenuator is to be installed in the median between Sta. 41+24 to 41+74 (Sheet 41 and 45). Per the description we remove 25' of existing guardrail then install 25' of transition to W-beam then the transition and attenuator. This will put the new attenuator approximately 25' in front of where the existing guardrail ended.

The note for the median guardrail work was incorrect. It was revised to remove 50' of guardrail. The guardrail and attenuator are installed per Plan Sheet ADD. 41 and ADD. 45.

14. Please clarify exactly how the new guardrail and attenuator is to be installed in the median between Sta. 72+35 to 72+80 (Sheet 41 and 46). Per the description we remove 25' of existing guardrail then install 25' of transition to W-beam then the transition and attenuator. This will put the new attenuator approximately 25 ft in front of where the existing guardrail ended.

The guardrail and attenuator are installed per Plan Sheet ADD. 41 and ADD. 46. The new attenuator shall replace the existing sand barrels as shown on the inset on Plan Sheet ADD. 46.

15. What will the solar panel be powering and what is it used for?

The solar panels will be powering the electronic systems of the traffic counting station.

16. Sheet 52 shows a requirement to install warning signs at the counting stations. Please clarify exactly where these signs are to be installed and how many are required. Please clarify what bid item these signs are to be paid for under.

Warning signs shall be installed adjacent to the final pullbox at each traffic counting station. Refer to Plan Sheets ADD. 49, ADD. 50, and ADD. 52. Warning signs costs shall be paid for under the lump sum amounts for Bid Items 621.1000 – EVC Traffic Counting System H-3 Ramp K-1 BL Sta. 8+00 and 621.2000 – EVC Traffic Counting System Mokapu Saddle Rd MP 2.53.

17. Are there any special lane closure hours required for this project?

Project-specific lane closure hours are listed in Sec. 645 Special Provision for the project.

18. What scopes of work was used to determine the 8% UDBE Goal requirement. This amount seems high for this type of work.

Clearing and Grubbing, Excavation for Drainage System, Paving Grid, Pavement Striping & Marking, Concrete Sidewalk, Curb, and Gutter.

19. Please clarify the installation of the work zone signs on sheet 66.

- a. Will the state provide the exact layout of these signs as sheet 66 is only a rough layout and does not match field conditions. If not, will the contractor have to hire a design consultant to provide the layout to meet the requirements of the state engineer?

Per Standard Specs Sec 645.03 (B), "...erect construction signs at the beginning of project and at the end of project at the location indicated by the Engineer".

- b. Sheets 67 and 71 also show what appear to be duplicate "End Road Work" and "Road Work Ahead" signs. Please confirm that these are duplicate of what is shown on sheet 66.

Only one set of construction signs at each end of the project is required.

20. The detail for the Mile Marker signs show installing an RM-3 under the Mile Marker. Due to the height of the Mile Markers per standard details the RM-3 does not fit. Are these reflectors required and if so what will be the required height of the mile markers.

Will revise drawing to eliminate RM-3 on Mile Post Marker.

21. Sheet 69, "Do Not Enter" sign on ramp K-1. Clarify the new mounting. The description of work states to install on light pole but the symbol shows a new post?

Will revise sign key.

22. Sheet 70 near Station 63+00 shows installing a new "Left turn yield on green" sign. Please clarify exactly where this goes. It appears to be at the right turn into the school. If so, the existing sign is a yield. Confirm what is to be installed. The "YIELD" sign no longer exists.

Will revise sign key to show "LEFT TURN YIELD ON GREEN" sign to be mounted on existing traffic signal pole...as currently existed.

23. Sheet 70 near Station 59+00 shows installing a "Caution Narrow Shoulder" sign – please provide details for this sign.

Existing sign to remain. Will revise sign key.

24. Sheet 70 near Station 71+50 indicates installing a "Buckle Up" sign. This sign is a total of 12.5 sf. Please confirm that only 1 post will be required as shown. The details on the standard plans to show number and size of post is confusing.

Will revise plan to show 2-post installation.

25. The sign plans call for IM signs to be installed. Please clarify what bid item these signs are to be paid for under.

Will be paid under a new 630.1000 "TYPE "A" ROUTE MARKER ASSEMBLY" contract item.

26. The sign plans call for S signs to be installed. Please clarify what bid item these signs are to be paid for under.

S1-1 "SCHOOL XING" sign is similar to W11-2 "PED XING" warning sign, and will be paid under warning sign bid items.

27. Please clarify how to separate the signs under the different pay items when there are multiple signs on post where each sign is under 10 sf but the total for all the signs are over 10 sf. An example is on sheet 67 at the beginning of the project in the median there is a R17-3 sign to be installed with a "no u turn" sign. Each sign is under 10 sf but the total is more than 10 sf and the detail shows installing on 2 post. Sign area calculation for payment is based on individual sign.

Sign area calculation for post installation is based on all signs mounted on the same sign post(s).

28. Sheet 67, at the intersection with Kahinani Place. It states to re-install the existing street name sign on the new stop sign post. Will new hardware be required for the street name signs? Existing STOP sign to remain-in-place.

Will change sign key to eliminate this work.

29. Sheet 64 note 9 states that the "pedestrian warning" signs are to have fluorescent yellow green background. Please clarify exactly which signs these are. Are these only the S signs only? Does this include the W11-1 bike sign?

Will indicate on plan what sign to have fluorescent yellow-green sign sheeting.

30. Sheet 22, note 9 states that the RM-5 reflectors are incidental to the guardrail system. Bid item 632.4200 is for RM-5's mounted on new and existing guardrail. Please clarify what bid item the RM-5's are paid for under.

Revised note #9 on Plan Sheet ADD. 22 to eliminate conflicting payment methods.

PRE-BID MEETING SIGN IN LOG

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