

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

**ADDENDUM NO. 6  
for  
INTERSTATE ROUTE H-1  
SHOULDER WORK AND PORTLAND CEMENT  
CONCRETE PAVEMENT REHABILITATION  
VICINITY OF WAIMALU VIADUCT TO VICINITY OF HALAWA  
F.A.P. NO. NH-H1-1(274)**

**A. ADDITIONAL INFORMATION.**

The following information supersedes Addendum No. 3, Questions 1,13, and 15, and Addendum No.5. Part C. Additional Information as related to soil condition.

The project area has shown historical settlement as noted in the geotechnical report and can be seen visually. We have not placed any additional Asphalt Concrete Overlay (AC) in any location for approximately 10 years with the exception of the Middle Lane near the Pearl City Exit in 2014. From this information, HDOT believes that most of the ground consolidation (with the exception of the above one location) underneath the pavements has taken place and no deep improvement is required to fully stabilize the underlying surface. However, as per response to Question No. 16- Addendum No. 3 (one location), there may be remedial work prior to placement of the PCC for the area above the 96 inch CMP pipe between Sta 86+00 and 89+00.

**CLARIFICATION QUESTIONS/REQUEST FOR INFORMATION AND HDOT RESPONSE**

1. Question: "In Addendum #5 part C Additional information HDOT stated The following information supersedes previous comments and questions as related to soil condition.
  1. The project area has showed historical settlements as noted in the geotechnical report and can be seen visually. We have no recent data. It is the responsibility of the Design-Build Team to address any settlement/consolidation issues in these areas.

Now that HDOT has gone back on previous addendums direction and the design-build contractor is to accept the responsibility to address settlement/consolidation issues. We need to do our own geotechnical investigation prior to bid. Please provide HDOT authorization to do geotechnical

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investigation.”

Response: As stated in Part A. Additional information in this addendum. HDOT believes that most of the ground consolidation (with the exception of the middle lane near the Pearl City Exit) underneath the pavements has taken place and no deep improvement is required to fully stabilize the underlying surface. However, the design-build team may need to do remedial work prior to placement of the PCC for the area above the 96 inch CMP pipe between Sta 86+00 and 89+00. If the design-build team decided to perform geotechnical investigation on the project area, then it will be the responsibility of the design-build team to obtain necessary permits from HWY-O to perform geotechnical investigation on H1.

2. Question: “In Addendum #5 part C Additional information HDOT stated The following information supersedes previous comments and questions as related to soil condition.

1. The project area has showed historical settlements as noted in the geotechnical report and can be seen visually. We have no recent data. It is the responsibility of the Design-Build Team to address any settlement/consolidation issues in these areas.

Now that HDOT has gone back on previous addendums direction, and we need to do our own geotechnical investigation please extend bid date an additional 8 weeks "see below for activities". Please consider lane closures will be needed to do this work. HDOT no lane closures during the holiday season will be a factor depending when HDOT provides authorization to do this work.

- 3 weeks prepare plans, route plans to the six public utility companies for review, HDOT permit application approval to perform work upon State Highways, utility locate/one call notification.
- 2 week geotechnical investigation.
- 3 weeks prepare geotechnical report.”

Response: As stated in Part A. Additional information in this addendum. HDOT believes that most of the ground consolidation (with the exception of the middle lane near the Pearl City Exit) underneath the pavements has taken place and no deep improvement is required to fully stabilize the underlying surface. However, the design-build team may need to do remedial work prior to placement of the PCC for the area above the 96 inch CMP pipe between Sta 86+00 and 89+00.

*It is optional for the design-build team to perform geotechnical investigation or not, but the submittal date of the Proposals will remain no change on December 4, 2017 at 2:00 PM.*

3. Question: “In Addendum #5 part C Additional information HDOT stated The following information supersedes previous comments and questions as related to

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soil condition.

1. The project area has showed historical settlements as noted in the geotechnical report and can be seen visually. We have no recent data. It is the responsibility of the Design-Build Team to address any settlement/consolidation issues in these areas.

Most of the design work is voided that is based on Addendum #3 direction see questions 1, 13, 14, and 15 "HDOT believes that most of the ground consolidation underneath the pavements have taken place and no deep ground improvement is required to fully stabilize the underlying subgrade". Therefore In addition to the 8 weeks needed for geotechnical investigation please provide additional 4 weeks to complete the redesign based on geotechnical report."

*Response: As stated in Part A. Additional information in this addendum. HDOT believes that most of the ground consolidation (with the exception of the middle lane near the Pearl City Exit) underneath the pavements has taken place and no deep improvement is required to fully stabilize the underlying surface. However, the design-build team may need to do remedial work prior to placement of the PCC for the area above the 96 inch CMP pipe between Sta 86+00 and 89+00.*

*It is optional for the design-build team to perform geotechnical investigation or not, but the submittal date of the Proposals will remain no change on December 4, 2017 at 2:00 PM.*

4. Question: "In Addendum No.5, Paragraph C – Additional Information states, "The following information supersedes previous comments and questions as related to soil condition." HDOT should further clarify this statement to specifically identify all the soil related questions and responses by "Addendum and Question No." that the information provided specifically supersedes to be clear. Right now, it is not clear which of the soil related questions and responses in the previous Addenda this paragraph is rescinding."

*Response: The Addendum No. 5, Part C. Additional Information superseded the questions and responses for Addendum No. 3, Questions 1,13, and 15. This Addendum No. 6, Part A, Additional Information supersedes Addendum No. 3, Questions 1,13, and 15, and Addendum No.5. Part C. Additional Information as related to soil condition.*

5. Question: "Addendum No. 5, Paragraph C requires the "Design-Build Team to address any settlement/consolidation issues in these areas"; however, the timeframe required to complete the PCC pavement rehabilitation work of 180 days from Design Notice to Proceed will not be adequate to include any work related to deep soil stabilization to address settlement/ consolidation issues in these areas, as this statement requires. The Design-Build team cannot be held responsible for ongoing soil related issues (no information to confirm that deep soil stabilization is not required for the PCC pavement rehabilitation work that is


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designated to be completed within 180 days from Design Notice to Proceed.”

Response: As stated in Part A. Additional information in this addendum. HDOT believes that most of the ground consolidation (with the exception of the middle lane near the Pearl City Exit) underneath the pavements has taken place and no deep improvement is required to fully stabilize the underlying surface. However, the design-build team may need to do remedial work prior to placement of the PCC for the area above the 96 inch CMP pipe between Sta 86+00 and 89+00.

It is optional for the design-build team to perform geotechnical investigation or not, but the submittal date of the Proposals will remain no change on December 4, 2017 at 2:00 PM.

Please acknowledge receipt of this Addendum No. 6 by recording the date of its receipt in the space provided on page P-4 of the Proposal.

  
FORD N. FUCHIGAMI  
Director of Transportation