

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION
CITY AND COUNTY OF HONOLULU

ADDENDUM NO. 3

TO THE

REQUEST FOR SEALED BIDS

FOR THE

HONOLULU RAIL TRANSIT PROJECT
KAMEHAMEHA HIGHWAY STATIONS GROUP CONSTRUCTION CONTRACT
REQUEST FOR BIDS NO. RFB-HRT-838104

ISSUED: October 6, 2015

NOTICE TO ALL PROSPECTIVE BIDDERS:

This Addendum is hereby made a part of the Request for Sealed Bids RFB-HRT-838104 (RFB) for the HONOLULU RAIL TRANSIT PROJECT (HRTTP), KAMEHAMEHA HIGHWAY STATIONS GROUP CONSTRUCTION CONTRACT, and it shall amend the said RFB in the following respects:

1. Instruction to Bidders, Section 4.2 – Solicitation Timetable:

The Solicitation Timetable shall be deleted in its entirety and replaced with the following:

| <u>Activity</u> | <u>Date</u> |
|-------------------------------------|----------------------------|
| Issuance of Request for Sealed Bids | August 18, 2015 |
| Pre-Bid Conference | September 1, 2015, 1:30 pm |
| Deadline for Clarification Requests | September 22, 2015 |
| Deadline for Substitution Requests | September 22, 2015 |
| Issue Final Addendum | October 16, 2015 |
| BIDS DUE DATE-RECEIPT | November 17, 2015, 2:00 pm |
| PUBLIC OPENING OF BIDS | November 17, 2015, 2:15 pm |
| Anticipated Award Date | December 1, 2015 |
| Anticipated Full Contract Execution | December 8, 2015 |
| Anticipated NTP | December 15, 2015 |

* The revised date is indicated in bold typeface.

2. Questions and Responses

The following questions were received in the Transit Mailbox. The responses provided by the Honolulu Authority for Rapid Transportation (HART) are as follows and are herein incorporated as a part of the RFP:

Question #1

In Volume 1.2 Pearl Highlands Station, Drawing # GD260, Page 41 indicates the installation of a Storm-water Treatment Device. We reviewed Specification Section 33 40 10 and found no available information in regards to size of the concrete unit. What are the dimensions of the unit? Do you have a detail drawing of the STD vault?

Response #1

See Specifications Section 33 40 11 Storm-water Treatment Device, Pearl Highlands Station. This specifications section (revised) is issued with and attached to this Addendum No. 3, identified as "2015-09-24 KHSG - Pearl Highlands Drawings - Rev 1."

Question #2

Volume 1.2 Pearl Highlands Station, Drawing # CG202, Page 18 Dewatering General Note #1 refers to Specification Section 31 03 10 "Core and Diversion of Water for Waiawa Stream" There is no Section 31 03 10 in the Technical Specification. We respectfully request for a copy of Section 31 03 10 Core and Diversion of Water for Waiawa Stream.

Response #2

Delete Dewatering General Note No. 1 in its entirety and replace with the following: "1. See Specifications Section 31 23 30 'Care and Diversion Of Water For Waiawa Stream' for Waiawa Stream Diversion and Dewatering for bank protection."

Question #3

RESERVED

Response #3

RESERVED

Question #4

Reference: Pearlridge Station - structural drawing ST-502 indicates a 62' deep – 30" diameter load test shaft.

Question: (a) Please confirm that load test shaft can be used as a method shaft.

(b) Please confirm that test shaft is required only at Pearlridge Station, in other words test shaft is not required at Pearl Highland since it is not indicated on drawings/specs.

Response #4

(a) The load test shaft cannot be used as a method shaft. A separate method shaft shall be constructed. See PR Structure Drawing ST103 for the locations.

(b) At Pearl Highland Station a load test shaft and a separate method shaft are both required. Refer to note 5 on PH Sheet ST315 for requirements.

Question #5

Aloha Stadium: Is there signage detail for sign type D1.A per sign schedule on plans drawing number AR952?

Response #5

Signage details are in the Common Drawings, refer to sheet AS940 Det 1, sign D1.

Question #6

Aloha Stadium: Is there a signage schedule for sign types A4, D4, D5 and E1.5?

Response #6

Signs A4, A4 alt, E2 and E1.2 have been added to sheet TR001 site plan and referenced to common details. D4, D5 are not used. Corrected drawing TR001 is issued with and attached to this Addendum No. 3, identified as “2015-09-24 KHSG - Common Drawings - Rev 1.”

Question #7

Aloha Stadium Station: Drawing AR144 – please confirm locations for sign type E1.2-P-002, E1.4-P-003, B3-P-013, E1.2-P-016, B3-P-023, and E1.2-P-032.

Response #7

E1.2-P-032 on AR957 was incorrectly noted, and should be E1.4-P-032. This correction has been made on AR957 and is attached to this Addendum No. 3, identified as “2015-09-24 KHSG - Aloha Stadium Drawings - Rev 1.” E1.4-P-032 sign is shown on AR144 at grid lines A3. Please note that in the signage schedule sheets the sign number has an added zero in front, but the added zero does not show up in the plan drawing. Please ignore the difference. Take 032 to mean the same as 32, etc.

All other sign types listed in this RFI are not being used for this project and are so marked on sheets AR954, AR955, and AR956.

Question #8

Aloha Stadium Station: Drawing AR144 – please confirm E1.4-P-032 should be listed on the drawings.

Response #8

E1.2-P-032 on AR957 was incorrectly noted, and should be E1.4-P-032. This correction has been made on AR957 and is attached to this Addendum No. 3, identified as “2015-09-24 KHSG - Aloha Stadium Drawings - Rev 1.” E1.4-P-032 sign is shown on AR144 at grid lines A3. Please note that in the signage schedule sheets the sign number has an added zero in front, but the added zero does not show up in the plan drawing. Please ignore the difference. Take 032 to mean the same as 32, etc.

Question #9

Aloha Stadium Station: Drawing AR144 – please confirm the correct location for sign type C3-P-036.

Response #9

Interpretive signage C3-P-036 on windscreen is shown in 4 locations on Sheet AR144. This sign listed on AR957 has been corrected with reference details on Common Drawing AS314A, AS314B. The Common Drawing is issued and attached to this Addendum No. 3, identified as “2015-09-24 KHSG - Common Drawings - Rev 1.”

Question #10

Pearl Highlands Station; Drawing AR129 - Please confirm the correct sign type number for C1.A-S-009 and C1.B-S-010.

Response #10

AR129 has been revised: it now shows sign type number C1.A-S-009 and C1.B-S-010. They are located in two locations, adjacent to EMR#1 and EMR#2. The Drawing is issued and attached to this Addendum No. 3, identified as “2015-09-24 KHSG - Pearl Highlands Drawings - Rev 1.”

Question #11

Pearl Highlands Station; Drawing AR129 – please confirm the location for sign type for C1.B-S-021.

Response #11

Sign type C1.B-S-021 has been deleted from signage schedule on sheet AR952. Sign type C1.A-S-021 on sheet AR129 has been revised to a combination of sign types C1.A-S-009 and C1.B-S-010. AR129 & AR952 are corrected in drawings issued with and attached to this Addendum No. 3, identified as “2015-09-24 KHSG - Pearl Highlands Drawings - Rev 1.”.

Question #12

Pearl Highlands Station; Drawing AR149 - please advise regarding the location for sign type B3-P-025.

Response #12

Sign type B3-P-025 is listed as not to be used on this station on sheet AR957.

Question #13

Pearlridge Station: Drawing AR118 – please confirm the location for sign type for F2-S-027.

Response #13

Sign F2-S-027 is shown correctly on AR118.

Question #14

Pearlridge Station: Drawing AR118 – please confirm E2-S-027 should be listed on the drawings.

Response #14

Sign E2-S-027 on AR118 should be instead E2-S-036 - notation is corrected in drawing AR118 attached to this Addendum No. 3, identified as “2015-09-24 KHSG - Pearlridge Drawings - Rev 1.”

Question #15

Pearlridge Station: Drawing AR118 – please confirm correct location for sign type C5-S-047.

Response #15

Even though we typically provide in the signage schedule a sign for each location on the plans - in the case of C5-S-047 the sign is correctly used and is to be provided in two locations on the plan AR118.

Question #16

Pearlridge Station: Drawing AR138 – please confirm the location for sign type for D2-P-017.

Response #16

D3-P-017 on AR138 is incorrect and has been changed to D2-P-017 - notation on sheet AR138 is corrected in the drawings attached to this Addendum No.3, identified as “2015-09-24 KHSG - Pearlridge Drawings - Rev 1.”

Question #17

Please clarify if bid items #3c and #4c are intended to cover the cost to complete the production drilled shafts ONLY. If yes, please also clarify that the respective unit prices provided in bid items 3c and 4c ARE NOT intended to cover the costs to mobilize and demobilize required drilled shaft equipment, furnish material and perform and complete the required method drilled shaft, load test drilled shaft and osterberg cell for load testing and that these items should be accounted for in bid items #3 and #4 respectively.

Response #17

Yes, #3c and #4c are intended to cover cost to complete only production of drill shafts. The respective unit prices are not intended to cover the costs to mobilize and demobilize required drilled shaft equipment, furnish material and perform and complete the required method drill shaft, load test drilled shaft and osterberg cell for load testing.

Question #18

RESERVED

Response #18

RESERVED

Question #19

Reference Section 31 63 30 of Specifications. Subsection 3.02 B and Subsection 3.03 A.2 references that a method shaft and osterberg load test is required at the Pearlridge station. Please confirm that both a method and load test shaft is not required at the Pearl Highlands Station.

Response #19

At Pearl Highland Station a load test shaft and a separate method shaft are both required. Refer to note 5 on PH Sheet ST315 for requirements.

Question #20

Reference Section 31 63 30 of Specifications. Subsection 3.01D references that a new shaft shall not be drilled within a 3 shaft diameter spacing within 24 hours of a recently completed shaft. Subsection 1.05C references that no new drilled shaft shall be installed within 4 shaft

diameters or 30 feet, whichever is greater, from any drilled shaft where concrete was in place for less than 48 hours. Which specification subsection governs the drilled shaft installation?

Response #20

The requirement in Subsection 3.01D is correct.

Question #21

Reference Document 6.2 KHSG Vol 1.2 Pearl Highlands Station, Sheet ST315. There are several errors found in the Drilled Shaft Schedule.

1. Embedment Length appears to be calculated as "D" from the Drilled Shaft Schedule + "H" from the Column Schedule. This calculation between the given values for "D" and "H" do not match up with Embedment Length. It is requested that the Embedment Length values in the Drilled Shaft schedule be revised.
2. Per Detail 1, on Sheet ST315, tip elevation should be calculated as "D" from the drilled shaft schedule subtracted from Finished Grade Elevation. In the Drilled Shaft Schedule, however, it appears that Tip Elevation is calculated as Embedment Length subtracted from Fished Grade elevation. Please confirm if the given tip elevation will be revised with the correct calculation or if the contractor is to assume that drilled shafts are to be drilled to given tip elevation.

Response #21

Changes on sheet ST315 have been made and attached to this Addendum No. 3, identified as "2015-09-24 KHSG - Pearl Highlands Drawings - Rev 1."

Question #22

Based on the bid values provided in bid item #3c, please confirm that the contractor will only be paid for the drilled shaft length measured from finished grade elevation to tip elevation. This value is represented by "D" within the drilled shaft schedule.

Response #22

Confirmed.

Question #23

Reference Sheet ST315 Note 9—what is the intent of this note and how will it be applied in the field?

Response #23

Rock is not expected to be encountered, but in the event it is, the Contractor shall consult the Geotechnical Engineer for further instructions.

Question #24

RESERVED

Response #24

RESERVED

Question #25

Reference Detail 1/ST340—What is the shaft mark for the Drilled shafts under the escalator pit walls?

Response #25

See Notes on Section 1/ST341.

Question #26

Reference Detail 1/ST315—3" pitch of spiral not recommended. Use a bigger bar size and increase pitch.

Response #26

Per ACI, 3" is code compliant.

3. RFB Documents – Drawings

Drawings and Summary of Changes listed in the following attachments supplement the original RFB Documents and are incorporated as part of the RFB:

- 2015-09-24 KHSG - Common Drawings - Rev 1;
- 2015-09-24 KHSG - Aloha Stadium Drawings - Rev 1;
- 2015-09-24 KHSG - Pearl Highlands Drawings - Rev 1; and
- 2015-09-24 KHSG - Pearlridge Drawings - Rev 1.

The revised drawings are included with this Addendum.

4. RFB Documents – Specifications

Specification and Summary of Changes listed in the following attachment revise the original RFB Documents and is incorporated as part of the RFB:

- 2015-09-24 KHSG - Specifications - Rev 1

The revised specifications are included with this Addendum.

APPROVED:



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Executive Director and CEO
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