

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION
CITY AND COUNTY OF HONOLULU

ADDENDUM NO. 4

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 9, 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. 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 part of the RFP:

Question #1

Reference: Bid Schedule – Item 4c) – drilled shaft quantities listed for 24” & 30” diameter drilled shafts are significantly lower (about 9 times lower) than what’s in the design requirements / drawings.

Question:

Please review these quantities and revise proposal schedule to incorporate the correct quantities in order to reflect reasonable unit prices for these two items.

Response #1

The correct quantities for Bid Item No. 3c) Pearl Highlands Station are:

24” diameter drill shaft is 505 LF

60” diameter drill shaft is 843 LF

72” diameter drill shaft is 745 LF

The correct quantities for Bid Item No. 4c) Pearlridge Station are:

24” diameter drill shaft is 770 LF

30” diameter drill shaft is 2,743 LF

The revised Bid Pricing Proposal is reissued with and attached to this Addendum No. 4, identified as “KHSG Bid Pricing Proposal Rev. 2.”

Question #2

See Bid Item #8 of the Bid/Pricing Proposal, Bid Item #8 states that "HART will pay the unit rate of compensation only for the actual amount of concrete over and above the expected volume of each drilled shaft". How does HART define "expected volume" for drilled shafts? Has HART allowed for some concrete overage volume percentage already within this "expected volume" above the neat volume of concrete required to fill each shaft? If yes, please provide this assumed concrete overage percentage so that all contractors will allow for and assess the same concrete quantities for drilled shaft installation. If no overage percentage is allowed within this "expected volume", is the contractor to assume that they are to allow for the neat volume of concrete to complete each drilled shaft within bid items #3c and #4c and that any concrete volume required to complete each drilled shaft above the neat volume be paid for per the given unit rate in bid item #8?

Response #2

Bid Item No. 8 states that “HART will pay the unit rate of compensation only for the actual amount of concrete over and above the theoretical volume of any single production drill shaft.” This means that for each production drill shaft, the anticipated total cubic yards of concrete calculated to complete the drill shaft in question using the figures provided in Bid Item No. 3c) and 4c) will be used to compare to the actual total cubic yards of concrete used to complete the drill shaft in question. If the actual cubic yards of concrete exceed the theoretical calculated volume of concrete, then the over pour amount of concrete measured in cubic yards will be compensated by the cost per cubic yard as priced by the Offeror for Bid Item No. 8.

Question #3

Reference 31 63 30 2.04.B.1.a-which products are approved by the Hawaii Department of Transportation?

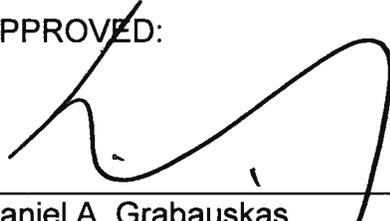
Response #3

There are no pre-approved slurry products available from the Hawaii Department of Transportation. Proposed slurry material shall be submitted to HART for review and approval.

2. Instructions to Bidders – ITB Forms

1.2.1 The RFB “KHSG Bid Pricing Proposal” is hereby deleted in its entirety and replaced with the attached “KHSG Bid Pricing Proposal Rev. 2.”

APPROVED:



16/9/15

Daniel A. Grabauskas
Executive Director and CEO
Honolulu Authority for Rapid Transportation