

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION  
CITY AND COUNTY OF HONOLULU

ADDENDUM NO. 2

TO THE

REQUEST FOR SEALED BIDS

FOR THE

HONOLULU RAIL TRANSIT PROJECT  
FARRINGTON HIGHWAY STATIONS GROUP CONSTRUCTION  
REQUEST FOR BIDS NO. RFB-HRT-798316

ISSUED: February 4, 2015

**NOTICE TO ALL PROSPECTIVE BIDDERS:**

This Addendum and attachments are hereby incorporated and made a part of the Request for Sealed Bids RFB-HRT-798316 (RFB) for the HONOLULU RAIL TRANSIT PROJECT (H RTP), FARRINGTON HIGHWAY STATIONS GROUP CONSTRUCTION. This Addendum shall amend the RFB as follows:

**ITEM No. 1 – Drawings:**

Drawings listed in the following attachments have been revised or supplement the original RFB drawings:

- 1.1 FHSG Common Drawings Addendum Changes Drawing List.pdf
- 1.2 FHSG West Loch Station Addendum Changes Drawing List.pdf
- 1.3 FHSG Waipahu TC Station Addendum Changes Drawing List.pdf
- 1.4 FHSG LCC Station Addendum Changes Drawing List.pdf
- 1.5 FHSG Canopy Addendum Changes Drawing List.pdf

The revised and supplemental drawings are included with this Addendum.

**ITEM No. 2 – Specifications:**

Technical Specifications listed in the following attachment as Rev.1 have been revised:

- 2.1 FHSG Technical Specifications Table of Contents Redline Rev.1.pdf

The revised specifications are included with this Addendum.

**ITEM No. 3 – Modifications to the RFB Documents:**

**SP-8.3** is hereby revised by adding the following subsection (o):

- (o) At the LCC station, the Contractor shall provide the following to support the Elevators & Escalators contractor (E&E contractor or EEC):
  - a) Provide two (2) mounting brackets for the EEC to install the oiler cooler assembly which is approximately 24 inches square by 18 inches deep and weighs approximately 150 pounds. Construct the brackets from galvanized steel angles, Unistrut, or equivalent and attach to the underside of the platform slab. Locate brackets as close as possible to the west side of the beam at Grid Line G and centered on the makai run of Stair ST02. Coordinate bracket location and mounting details with the EEC.
    - i) Provide a sheet metal duct approximately 20 inches square to connect to the EEC oiler cooler shroud. Duct shall be approximately eight (8) feet long, offset vertically around the beam at Grid G if necessary, and connected to an exterior-rated louver mounted on the vertical face of the ceiling soffit shown in Section E on Drawing No. AR213. Contractor shall coordinate installation of the duct with the EEC's installation of the oiler cooler assembly.
    - ii) Provide a ceiling-mounted electrical receptacle for power to the oil cooler. Receptacle shall be 115v, 20a circuit added to the disconnect that includes the lighting circuit.
    - iii) Provide sleeves through the Elevator Machine Room C107 wall above ceiling for the EEC-installed oil lines to the cooler. Coordinate size and location with the EEC.
    - iv) Provide 24 inch by 48 inch access panel in suspended metal ceiling grid nearest the oil cooler assembly as coordinated with the EEC.

SP-8.6 is hereby added to the Special Provisions:

**SP-8.6**

The following items are hereby added to the RFB documents, as specified:

1. Electrical bonding work described in the Electrical Bonding Directive Sketches included with this Addendum are the electrical bonds between metallic components to be provided under this Contract and metallic components to be provided by others. The purpose of these bonds is to reduce electrical potentials between the various metallic components and minimize the effects of stray current and corrosion.
2. Delete provisions for all fire sprinklers in all stations.
3. On Drawing No. AS252A, Details 2 and 3, and Drawing No. AS254, Details 1 and 5:
  - a) In lieu of heavy duty spring loaded piano hinge, provide two (2) spring-loaded butt hinges top and bottom and a center, electrified hinge. Electrified hinge shall be McKinney Hinge "ElectoLynx (QC Option)" in stainless steel, or approved equal.

- b) Revise the gate design to reduce the height of the wire mesh infill to 2'-2" and add 12" x 3'-3" x 1/8" galvanized steel plates welded to each side of the gate at the top (3'-4" gate height is unchanged). Center the sign on this added top plate.
  - c) On the service stair side of the gate, add a push bar exit device centered horizontally on the added top plate. Exit device shall be Sargent 8800 Rim Exit Device or equal.
4. On Drawing No. AS252A, Detail A, and Drawing No. AS254, Detail 7, provide one 3/4" conduit each for the electro-magnetic lock device and card reader within the locking post.
  5. On Drawing No. AS252A, Detail B, and Drawing No. AS254, Detail 8, provide one 3/4" conduit for the electrified hinge within the hinge post.
  6. On Drawing No. AS252, provide a 6" square junction box within the base of the end of platform cabinet for conduits from the hinge and the locking posts. Provide 1-1/2" conduit from this junction box to the CSC Communications Cabinet. Conduits 1-1/2" and smaller may be secured to the platform structural slab and within the platform topping slab.
  7. Provide conduit connections from West Loch Station emergency generator pad to TPSS and TCCR as shown in 3.2 Redline of Drawing No. EC001.pdf.
  8. Provide a total of three (3) dedication plaques located as shown in 3.3 Station Dedication Plaques.pdf
  9. As a clarification, the conduits and wireways in support of the PSG shown on LCC Station Drawing No. EL204 should also appear on Section A of Drawing No. EL600. The configuration of the conduits and wireways on each side of the platform should be similar to that shown on Platform Cross Section A on Drawing No. EC009.
  10. Change the Decorative Paving at West Loch Station as follows:
    - a) Refer to 3.4 Decorative Paving Sketch.pdf and Drawing No.s RP001, RP003, RP007, RP008, AR121, AR124, LA101, LA102 and sheets indicating details or configurations of Decorative Paving and Stamping.
    - b) Delete Decorative Paving at "interior" of station first floor. Retain decorative paving at "exterior" plaza only. Stop the Decorative Paving pattern at threshold of the roll-down grille at both the makai and mauka station entries.
    - c) Delete broom finished, separately formed exposed aggregate with custom aggregates. Delete the requirement to expose aggregate by sandblasting. Provide broom finish standard concrete throughout.
    - d) Delete 1/4" x 1" deep metal inlay strip at edge of Decorative Paving pattern.
    - e) Retain the Fish Stamp configuration and locations as shown on RP007. Locations shown are approximate.
    - f) Retain the configuration of the Decorative Paving. Create the perimeter of the Decorative Paving by using saw-cuts.

- g) Mechanically expose the aggregate in curved paving pattern to a maximum depth of ¼”.
  - h) Do not install checkerboard construction joint saw cuts in exposed aggregate areas. Provide construction joint saw cuts elsewhere as shown.
11. Change the Decorative Paving at Waipahu Transit Center Station as follows:
- a) Refer to Drawing No. RP008, AR105 and sheets indicating details or configurations of Decorative Paving and Stamping.
  - b) Delete the requirement for stamped concrete and custom concrete stamping tools as detailed on 1/RP008.
  - c) Provide integrally colored concrete in 6’-0” wide areas as shown on the attached sketch. Concrete color shall be Scofield C-22 Coral Red or equivalent. Provide broom finish standard concrete elsewhere.
  - d) Saw cut stylized “cane pattern” into colored concrete area only as shown on the attached sketch. Saw cut sample area for HART approval.
12. Re: Drawing Nos.: AS446, Details 1/AS446, 7/AS446, 8/446 and related details. This change pertains to the Vertical Raceway Column only.
- a) Delete aluminum composite panel and sheathing at Vertical Raceway Column.
  - b) Provide 16 ga. galvanized, painted conduit ladder enclosure on three sides with a 16 ga. galvanized, painted, continuous screw cover to access conduit ladder.
13. Re: Drawing Nos.: AS446, Details 3/AS446, 3/AS446, 4/AS446, 5/AS446, 6/AS446. This change pertains to the Chase Enclosure only.
- a) Provide a continuous accessible panel for access to conduit in the chase. The access panel shall match the aluminum composite panel shown in the drawings.
  - b) Delete the requirement to scribe aluminum panel to conduit diameters.

**ITEM No. 4 – Questions and Responses:**

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

**Questions #1**

Instructions to Bidders Section 4.10 indicates an overall DBE goal of 13%, but a goal for this RFB has not been established. Since this is a federally funded project, should a project specific goal be implemented? If not, please confirm the intent is for contractor to only submit DBE participation report with no project specific goal in place.

**Response #1**

**Instructions to Bidders Section 4.10 states:**

**“HART has established an overall DBE goal of 13.00% for the duration of this agreement and a separate contract goal has not been established for this procurement.”**

**This means there is no race conscious contract goal; therefore, listing the planned DBE participation at the time of bid is not required. However, there is a 13% race neutral goal on this RFB. That means the expectations are that 13% of the contract amount will be directed to DBE Companies. The contractors are to submit the DBE Participation Report indicating the amounts paid to DBE companies with every request for payment.**

**Questions #2**

Based on Instructions to Bidders, Section 2.0, Term of the Contract, this contract is 29 months from NTP to substantial completion. Based on Section 7.1.1 amended by the Special Provisions, Table 7.1 Access Schedule Requirements, NTP is given on April 1, 2015 and Substantial Completion on September 30, 2017, or 30 months. Please confirm which duration is correct.

**Response #2**

**The Anticipated NTP date is April 1, 2015. The required Substantial Completion is 29 months from issuance of NTP. The September 30, 2017 date should be disregarded.**

**Questions #3**

Based on Section 7.1.1 amended by the Special Provisions, Table 7.1 Access Schedule Requirements, Waipahu Transit Center Station completes on July 31, 2017, yet substantial completion is on September 30, 2017. Please clarify why there is a two month lag between stations completion and substantial completion.

**Response #3**

**The station completion date for Waipahu Transit Center Station is July 31, 2017. The Substantial Completion date for the Farrington Highway Stations Group (all stations under the Contract) is 29 months from issuance of NTP. The difference in the dates is to provide time to complete any incomplete work for meeting the Substantial Completion requirements.**

**Questions #4**

Special Provisions Chapter SP-8.2 provides a listing of required specialty contractor's licenses. We'd like to add the following: C20-Fire Protection, C21-Flooring, C22-Glazing & Tinting, C31-Masonry, C33-Painting & Decorating, C38-Post Tensioning (possibly), C41-Reinforcing Steel, C42-Roofing, C44-Sheet Metal, C48-Structural Steel, C51-Tile. Also, please confirm listing of a joint contractor or subcontractor with a value of 1% or less than the total bid amount IS NOT required to be listed.

**Response #4**

**SP-8.2 issued with the original RFB already included requirement for the C-42 Roofing Contractor. Upon review, the additional specialty licenses listed in your question have been added to the list of required specialty contractor's licenses. However, please note that the requirement for C-20 Fire Protection and C-20a Fire Repressant Systems specialty licenses has been deleted. C-44 Sheet Metal has replaced C-44b Awnings and Patio Covers. SP-8.2 is hereby deleted in its entirety and replaced with the following:**

**SP-8.2 Specialty Contractors**

- (a) The following required specialty contractor classifications have been identified in connection with the Contract Work. It is the Contractor's responsibility to know the State of Hawai'i contractor license laws, including the scope of contractor and specialty classifications. Refer to the Instructions to Bidders regarding timely written submission of comments, request for clarification, or if the bidder does not agree with the list below, including additions or deletions to the identified list of required specialty contractor licenses. The identified required specialty contractor classifications are as follows:

<u>Specialty Classification</u>	<u>Description</u>
C-01	Acoustical and insulation
C-02	Mechanical insulation
C-04	Boiler, hot-water heating, and steam fitting
C-13	Electrical
C-15	Electronic systems
C-15a	Fire and burglar alarm
C-15b	Telecommunications
<b>C-20</b>	<b>Fire protection</b>
<b>C-20a</b>	<b>Fire repressant systems</b>
<b>C-21</b>	<b>Flooring</b>
<b>C-22</b>	<b>Glazing and tinting</b>
C-27	Landscaping
C-27a	Hydromulching
<b>C-31</b>	<b>Masonry</b>
<b>C-33</b>	<b>Painting and decorating</b>
C-37	Plumbing
<b>C-38</b>	<b>Post tensioning</b>
<b>C-41</b>	<b>Reinforcing steel</b>
C-42	Roofing
<b>C-44</b>	<b>Sheet metal</b>
<del>C-44b</del>	<del>Awnings and patio cover</del>
<b>C-48</b>	<b>Structural steel</b>
<b>C-51</b>	<b>Tile</b>
C-52	Ventilating and air conditioning
C-55	Waterproofing
C-62a	Pole
C-63	High voltage electrical

\*The revised specialty licenses are indicated in bold typeface.

Form 01, "Joint Contractor/Subcontractor Listing; Specialty Licenses" has been updated and is attached hereto this Addendum.

HRS Section 103D-302(b) provides that if a bid does not list a joint or subcontractor, the bid "may be accepted if acceptance is in the best interest of [HART] and the value of the work to be performed by the joint contractor or subcontractor is equal to or less than one percent of the total bid amount." In prior bid solicitations, HART accepted bids that did not include listing of subcontractors with equal to or less than 1% of the total bid amount.

**Questions #5**

Based on Section 7.1.1 amended by the Special Provisions, Table 7.1 Access Schedule Requirements, FHSG Contractor will be given access to platforms as follows:

Activity Description	Dur	Start	Finish	2015												2016												2017											
				M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J							
West Loch Station, Platform	349	01DEC15	31MAR17	West Loch Station, Platform																																			
Waipahu Transit Center Station, Platform	216	03OCT16	31JUL17													Waipahu Transit Center Station, Platform																							
Leeward Community College Station, Platform	230	15AUG16	30JUN17													Leeward Community College Station, Platform																							
WOFH Guideway DB Contract	369	03MAR15	29JUL16	WOFH Guideway DB Contract																																			

It seems reasonable, given these dates, the WOFH Guideway contractor should be able to meet these platform turnover dates. But, in the event, these dates are not met by the WOFH Guideway contractor, will this be considered a compensable delay given all protocol was followed under General Conditions Section 3.8?

**Response #5**

All requests for additional compensation and time shall be as prescribed in the General Conditions of Construction Contracts of the Honolulu Authority for Rapid Transportation (12/2014) ("General Conditions"), specifically Chapter 3, "Modifications and Termination," and Chapter 6, "Claims Procedures, Disputes and Remedies."

**Questions #6**

Under Special Provisions, Project Summary, an estimated project amount of \$60-\$75 million is provided. In the event bids exceed said amount, what actions would HART take to stimulate award of this contract, if any, or would this solicitation be cancelled? If contractors have any indication the bid amount will exceed said amount prior to bid opening, what actions should contractors take in order to progress the award of the contract without giving away its numbers as this is a public bid.

**Response #6**

HART anticipates and is looking forward to receiving competitive bids for this solicitation.

#### Questions #7

General Conditions Section 4.2 indicates HART will implement an Owner Controlled Insurance Program. Please confirm this is correct and bidders are to price accordingly only including auto and all off-site insurance in their bid. Or, are bidders to bid this project including all insurances (eg. workers' compensation, general liability, umbrella/excess liability, builders' risk) and complete Exhibit F "Insurance Premium Worksheet" for HART to evaluate which program is more cost effective? Please confirm if contractor is to bid this project with all insurances, including builders' risk.

#### Response #7

**Please refer to General Conditions Section 4.2. HART has implemented an Owner Controlled Insurance Program (OCIP) that provides insurance as stated in General Conditions subsections 4.2(g) and 4.2(h). This is to confirm that the Bidder cost of insurance specified in General Conditions subsection 4.2 (k) is to be included in Item 2 of the "Bid/Pricing Proposal." To be excluded from the amount in Item 2 of the Bid/Pricing Proposal is the amount in Exhibit F, Insurance Premium Worksheet, which identifies the Bidder-estimated cost for coverage that is provided by the OCIP.**

#### Questions #8

Vol 1.1 Common Drawings (Sheets EG012 – EG015) and HART Standard Canopy Drawings (Sheet ES001) both have lighting fixture schedules. There appear to be some conflicts. For example, Type L6 has different part numbers listed. To avoid confusion, could one schedule be eliminated and the other expanded, as needed to accommodate?

#### Response #8

**The canopy lighting fixture schedule has been revised. See Drawing No. ES022r1 included with this Addendum.**

#### Questions #9

Bid Schedule Items No. 3c & 4c are related to unit rates of drilled shaft work. Quantity is not provided for these bid items. Please provide bid quantities for the above bid items for fair bids evaluation.

#### Response #9

**Quantities on the Bid/Pricing Proposal Form have been added. Please see the attached updated Bid/Pricing Proposal Form.**

#### Questions #10

Section 05 12 00, Par. 2.02.C.3 states "except as otherwise indicated, all connections shall be shop welded and field bolted. Field welded connections will be permitted only where indicated on the Contract Documents or where specifically approved by HART in writing." This requirement is prohibitive for shipping certain steel elements. For example, the pedestrian bridges are 16'wide x 17'tall x +100'long. Per the current requirement, the entire bridge would be shop welded and could not ship. Please

confirm field welding of certain steel elements, such as the pedestrian bridges, to allow for shipping will be acceptable.

**Response #10**

**The intent is to have welded connections provided to the greatest extent possible in the shop. Field welding will be necessary for elements to allow transport and for assembly/erection purposes. Field welding of joints is acceptable for the pedestrian bridge and similar connections.**

**Questions #11**

For the LCC Station, will the exposed faces of the existing retaining walls be finished and ready for painting?

**Response #11**

**The exposed faces of the existing concrete retaining walls will not have a finish and in general will need to be prepared for painting by the Contractor.**

**Questions #12**

Please confirm that only 1 Field Office will be required for this project as described in SP-7.15.

**Response #12**

**Only one Field Office will be required. Please see General Conditions Section 7.15 and SP- 7.15.**

**ITEM No. 5 – Instructions to Bidders - ITB Forms:**

Form 01 – Joint Contractor/Subcontractor/Specialty License is hereby deleted in its entirety and replaced with the attached Form 01 rev.1 – Joint Contractor/Subcontractor; Specialty Licenses. Details of the changes can be found in Question and Response #4 above.

1.2.9 The RFB “Bid Pricing Proposal” is hereby deleted in its in entirety and replaced with the attached “Bid Pricing Proposal rev.1.”

**ITEM No. 6 – Instructions to Bidders, Section 4.2 – Solicitation Timetable:**

The Solicitation Timetable in Section 4.2 of the ITB shall be deleted in its entirety and replaced with the following:

<u>Activity</u>	<u>Date</u>
Issuance of Request for Sealed Bids	December 19, 2014
Pre-Bid Conference	January 12, 2015, 1:30 pm
<b>Deadline for Clarification Requests</b>	<b>February 12, 2015</b>
<del>Pre-Bid Conference #2 (at HART's discretion)</del>	<del>February 9, 2015</del>
Deadline for Substitution Requests	February 12, 2015
Issue Final Addendum	February 17, 2015
BIDS DUE DATE-RECEIPT	March 3, 2015, 2:00 pm
PUBLIC OPENING OF BIDS	March 3, 2015, 2:15 pm
Anticipated Award Date	March 13, 2015
Anticipated Full Contract Execution	March 25, 2015
Anticipated NTP	April 1, 2015

\*The revised dates are indicated in bold typeface.

Pre-Bid Conference #2 has been deleted from the Solicitation Timetable.

**ITEM No. 7 – Special Provisions, Section 8.4 – Protection of Adjacent Guideways and Core Systems Work Elements:**

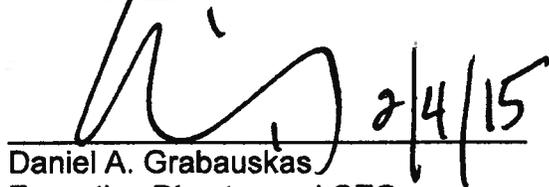
Section 8.4 Protection of Adjacent Guideways and Core Systems Work Elements shall be amended by add the following sentence to paragraph (a) after the first sentence:

"During periods of train testing, the Contractor shall maintain a clear path on at least one track line to allow trains to pass through the station unimpeded."

**ITEM No. 8 – Addendum No.1 – RFB Number:**

The RFB number on Addendum No.1 is hereby deleted and replaced with "RFB-HRT-798316"

APPROVED:



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