

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION
CITY AND COUNTY OF HONOLULU

ADDENDUM NO. 7

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 30, 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 a part of the RFP:

Question #1

Please clarify as to the amount of days Final Acceptance shall occur after Substantial Completion (For example, 30-days after Substantial Completion).

Response #1

As provided in Section 7.32.4(d) of the HART General Conditions for Construction Contracts, HART will specify the time in which the Contractor must complete the punchlist when it accepts the project as Substantially Complete.

Question #2

Please clarify if the terms "Final Completion" and "Construction Completion" are defined identically to "Final Acceptance" as defined in Chapter 2.1 of the General Provisions, as these terms are used throughout the General and Special Provisions.

Response #2

"Final Completion" has the same meaning as "Final Acceptance." "Construction Completion" has the same meaning as "Substantial Completion."

Question #3

Please clarify if each station will have independent Substantial Completion and Final Acceptance dates, or will the entire station group have a single Substantial Completion and Final Acceptance date.

Response #3

The contract has a single Substantial Completion date and a single Final Acceptance date. Please note, however, that each station has a "Contract Access" date as specified in Table 7.1 of SP 7.1.1.

Question #4

Pearl Highlands Sheet SG003 Structural Note 4-Materials, calls for "Bridge Deck, Diaphragms, and End Beams, Drilled Shaft Cap Beam, and Railing" to be 6,000 PSI (28-day Compressive Strength), 0.45 w/c, SRA

Pearlridge Sheet SG001 Structural Concrete Note 8J calls for "Platform Girder" to be 6,000 PSI (28-day Compressive Strength), 0.45 w/c.

Aloha Stadium Sheet SG001 Structural Concrete Note 8H calls for "Post Tensioned Concrete Girder" to be 6,000 PSI (28-day Compressive Strength), 0.45 w/c.

Section 03 05 15-Portland Cement Concrete, Table 03 05 15-A indicates three mix designs under "Prestressed Concrete" as follows: 1) 6000, $\frac{3}{4}$ inch, 7.5 sack, 0.45 w/c, 2) 6500, $\frac{3}{4}$ inch, 7 sack, 0.45 w/c, and 3) 8000, $\frac{3}{4}$ inch, 8 sack, 0.45 w/c.

Please confirm a 6000 psi, $\frac{3}{4}$ inch, 7.5 sack, 0.45 w/c is acceptable as per Section 03 05 15-Portland Cement Concrete, Table 03 05 15-A for **ALL** (Pearl Highlands, Pearlridge, and Aloha Stadium) box girder decks, walls, diaphragms, end beams. Also please confirm SRA **is not** required for this mix.

Response #4

For the Pearlridge and Aloha Stadium stations, the 6000 psi Compressive Strength, $\frac{3}{4}$ inch maximum aggregate size, 7.5 sack per cubic yard, 0.45 maximum water cement ratio mix is acceptable and the SRA is not required.

For the Pearl Highlands station, the 6000 psi Compressive Strength, $\frac{3}{4}$ inch maximum aggregate size, 7.5 sack per cubic yard, 0.45 maximum water cement ratio mix is acceptable, but the SRA is required as indicated in Note 4 (B) on Pearl Highlands sheet SG003.

Question #5

There are concrete elements greater than 5'0" such as anchor and dead ends of platform box girders which range between 5'0" to 12'6" long by $\pm 8'$ wide by $\pm 7'$ deep and beams that are 6'0" wide by 6'0" deep. Please confirm these concrete elements do not fall under mass concrete. If these and any other concrete elements greater than 5'0" are considered mass concrete, please provide an appropriate mix design for each element that is achievable by the local ready-mix suppliers.

Response #5

All concrete elements with the smallest dimension equal to or greater than 5' shall be considered mass concrete and subject to the requirements of Section 03 70 00. For example, if an element is 5'X7'x12'-6", then the smallest dimension is 5' and as such, the element would be considered mass concrete.

The development of an acceptable concrete mix design is the responsibility of the contractor.

Question #6

Regarding Pearl Highlands, Detail 6/AR414 shows porcelain tile to be installed on the side of the escalator walls, which would be installed over cast-in-place concrete. There is also a reference to detail 10/AR506 which shows installation of the porcelain tiles over metal framing and 5/8" cement board. Since cast-in-place concrete is the substrate for detail 6/AR414, please confirm that cement board is not needed in this area. Also, please confirm, in general, that cement board is not needed for tiling in areas where concrete or CMU is the substrate.

Response #6

See the Note at the bottom of Detail 10/AR506 which indicates that the masonry areas at Esc #1 & Esc #2 do not require cement board. Cement board is not needed as a substrate for tile in areas where concrete or CMU is the substrate. See Pearl Highlands drawing AR414.

Question #7

Regarding Pearl Highlands, please advise if batt insulation is required for details A & C/AR445.

Response #7

Please see Note on Detail 1/AR205 which states that Exterior Stud Walls of Conditioned Spaces shall be installed with R-15 Batt Insulation. The Trash Room is not a conditioned space and therefore does not require batt insulation.

Question #8

Regarding Pearl Highlands, for the underside of the escalator, sheets AR461, AR463, AR464, and AR505 show the use of 7/8" 20 Gauge Hat Channels; however, details 5, 9 & 10/AR506 for the same area show the use of 1-1/2" 20 Gauge Hat Channels. Please advise if 7/8" hat channel or 1-1/2" hat channel is to be used.

Response #8

Use 1-1/2" 20 Gauge Hat Channels for all referenced applications. See Pearl Highlands drawings AR461, AR462, AR463, AR505, AR506.

Question #9

Regarding Aloha Stadium, on Sheet AR161 Reflected Ceiling Plan, MP-02 and MP-03 are called out; however, there is no information for these tags on the Room Finish Schedule. Please advise if a different callout was intended or provide additional information and requirements for these tags.

Response #9

The MP-02 and MP-03 materials noted have been removed from the project. The underside of the stair and escalator canopy is exposed metal decking. See drawing Aloha Stadium AR161 Revision 4 attached.

Question #10

Reference: Pearlridge Station Demolition & Erosion Control Plan – Drawing NO. TD001, Existing Buildings within Makai & Mauka Sites.

Question:

Please confirm that demolition of existing building is not part of the scope on this project.

Response #10

The demolition of the existing buildings at the Pearlridge Station site is not part of the scope of this project.

Question #11

Reference: Bid Item (5c) - Bid Schedule is related to constructing Park & Ride Parking Area.

Question:

Please clarify if the cost of site demolition, utilities and grading shall be allocated to this bid item.

Response #11

The cost of site demolition and grading are part of this bid item. Utilities are to be included in bid item 5.

Question #12

After a detailed schedule analysis, it appears that many of the required “access dates” identified in SP-7.1 are not achievable. Please confirm the following access dates can be modified as follows to allow safe, productive access as identified in Paragraph 7.1.1.b:

1. Milestone 1a change from 3/15/2017 to 10/1/2017
2. Milestone 1b change from 6/1/2017 to 12/1/2017
3. Milestone 1e change from 8/1/2017 to 2/1/2018
4. Milestone 2a change from 6/1/2017 to 10/1/2017
5. Milestone 2b change from 9/1/2017 to 12/1/2017
6. Milestone 2e change from 10/1/2017 to 1/1/2018
7. Milestone 3a change from 9/1/2017 to 11/1/2017
8. Milestone 2b change from 11/1/2017 to 1/1/2018
9. Milestone 2e change from 12/1/2017 to 2/1/2018

Due to the liquidated damages clause of \$2,000 per calendar day for “Access to Others”, if the access dates above are not modified, Contractors must include the cost for liquidated damages in their bid proposal.

Response #12

At this time, HART believes that the access dates identified in SP-7.1 do not require modification. However, the access dates may be modified if warranted during the review and acceptance of the schedule.

Question #13

Bid Pricing Proposal Item 7 requires a daily rate allowance for a Compensable Project Delay. There are many significant unknown factors that could contribute to the calculation of the daily rate. The cost is dependent on which station locations are delayed, the construction activities that are taking place at those locations, what equipment is mobilized at those locations, will all work be shut-down/delayed or can other work be performed or re-sequenced. The Contractor must decide whether to assume all three stations are subject to the delay or just one. Because so many unknown factors are involved with determining the compensable delay cost, this bid item could be severely over-estimated or under-estimated. The compensable delay rate multiplied by 30 days contributes to the Contractor's overall bid price, and could be the determining factor on whether the Contractor is the low-responsive bidder or not. The risk of an inaccurate compensable delay cost is not solely held on the Contractor. Should the compensable delay cost be over-estimated, or the project be delayed towards the completion of construction when not as much labor and equipment is on site, HART will be required to compensate the Contractor for an amount significantly higher than the actual costs incurred due to the delay.

Response #13

No change will be made to Item 7 (Allowance for Compensable Project Delay) of the Bid/Pricing Proposal.

Question #14

General Conditions section 3.8 (B) Compensable Delay states that if no daily compensable delay rate is proposed, the Contractor shall be reimbursed for the direct cost as a result of the delay and a total of ten (10%). It is suggested that HART delete Bid Pricing Proposal Item 7 from the bid form, and follow General Conditions Section 3.8(B) in the event of a compensable delay.

Response #14

See response #13 above. If a bidder does not provide a daily rate for Item 7 (Allowance for Compensable Project Delay) in the Bid/Pricing Proposal, then the bidder's daily compensable project delay rate will be deemed to be zero and if the bidder is subsequently awarded the contract, the bidder will not be compensated for otherwise compensable delays.

Question #15

Page 47 of the HART General Conditions states that the "All Risk" Builder's Risk insurance is to be provided by HART as part of the OCIP. Please clarify if the builder's risk policy includes coverage for earthquake, named storms, flood, water damage, and terrorism. According to Special Provisions SP8.5, the Contractor is at risk for schedule delays due to flooding at Waiawa Stream. Please clarify if the Contractor is also at risk for damages due to flooding at Waiawa Stream to materials, supplies, and equipment that are intended for specific installation in the Project.

Response #15

The Builder's Risk insurance provided by HART includes loss due to named windstorm, earth movement, and flood zone C and Zones A & V, and it includes property at a

covered temporary location. The Builder's Risk insurance provided by HART does not include terrorism.

Special Provisions 8.5 does not exclude Builders Risk coverage otherwise provided pursuant to HART General Conditions of Construction Contracts (12/2014) section 4.1(h)(1).

Question #16

Regarding Pearl Highlands, for detail 3/AR506, please advise if 7/8" 20 GA hat channel is needed between the metal deck and standing seam roof.

Response #16

Yes, for Pearl Highlands, the 7/8" 20 gauge hat channels are required between the metal deck and standing seam roof as shown on detail 3/AR506.

Question #17

Regarding PearlrIDGE, please advise the spacing and gauge for the Z-furring channel for the standing seam roof details on sheet AR509.

Response #17

The spacing and gauge for the Z-furring channel as shown on sheet AR509 for PearlrIDGE station is as follows: use 16 gauge for the Z-furring channel for the standing seam roof. The structural requirements for the metal roofing are performance based. The clip spacing is to be established by the roofing manufacturer. See Sec. 07 61 13 – 2.05.F.

Question #18

Regarding PearlrIDGE, please provide additional details for the framing of the fiberglass gypsum board ceiling in detail 5/AR480.

Response #18

See PearlrIDGE drawing AR480 Revision 4 attached.

Question #19

Regarding PearlrIDGE, Detail 5/AR501 shows partition details for a 2-hour wall system to be installed under and on the side of the escalators. The horizontal section of the shaft wall system is around 6' and the vertical section is around 3'. The UL U529 detail calls out for the use of 2' wide panels for this partition system; however, detail 5/AR501 indicates the width of the panels to be full-width. Please provide additional details showing the use of 2' wide panels per UL U529.

Response #19

The 2-hour wall system at the PearlrIDGE escalators has been changed to a "ClarkDietrich shaft partition system or equal." That system is covered by "AER-12061" and tested by ICC-ES AC86 instead of UL U529. See drawing AR501 Revision 4 attached.

Question #20

Pearlridge Station drawing AR118 was revised per Addendum 3, changing sign E2-S-027 to E2-S-036. E2-S-036 is already shown on this page at a separate location, please clarify.

Response #20

Sign E2-S-036 is to be used at both locations at the Pearlridge station.

Question #21

Pearlridge Station drawing AR118 shows C5-S-047 at two separate locations, please clarify.

Response #21

Sign C5-S-047 is to be used at both locations at the Pearlridge station.

Question #22

Pearlridge Station drawing AR617 lists signs C3-S-048 and C4-S-049, however, these signs are not shown on drawing AR118, please clarify.

Response #22

Signs C3-S-048 and C4-S-049 are shown on Pearlridge station drawing AR118 at the exterior wall of the mauka entrance module.

Question #23

Pearlridge Station drawing AR701 was revised per Addendum 3 to relocate louvers out of fire rated doors No. 12 and 17. However, no changes were made to doors No. 11 and 23 which are also fire rated doors that contain louvers, please clarify.

Response #23

The specifications for Doors No. 11 and 23 have been revised. The revision deletes the fire rated requirements, but the louvers will remain. See Pearlridge drawing AR701 Revision 4 attached.

Question #24

Aloha Stadium Station drawing AR701 shows door No. 04 to be a fire rated door that contains a louver, please clarify.

Response #24

The specifications for Door No. 4 have been revised. The revision deletes the fire rated requirements, but the louvers will remain.

Question #25

Aloha Stadium Station drawing AR701 does not reference a detail for door type G, please clarify.

Response #25

For Aloha Stadium, the detail for Door Type G shall be similar to 2/AS326. Provide a narrow fence segment on the strike side as shown on AR124, similar to 1/AS326. See also Details 6 and 7 on AR505 as noted in the Door Schedule.

Question #26

Spec Section 08 70 00 – Hardware lists Hinges for hardware groups 10, 10A, and 11A. All of these hardware groups are for Gates. Paragraph 2.04F of the spec section states that Heavy Duty Spring Hinges are to be used for the gates. Please clarify if this hardware group is to have the Heavy Duty Spring Loaded Hinges that is used for the other gates.

Response #26

Heavy Duty Spring Hinges are not to be used for all gates. Hardware groups 10, 10A and 11A do not have Heavy Duty Spring Hinges. Note that the hardware for Gates 18 & 19 at Pearl Highlands have been changed from Hardware Set 11A to Hardware Set 13, which has heavy duty spring hinges. See Pearl Highlands drawing AR701 Revision 4 attached.

2. RFB Documents – Revised Drawings

The following drawings have been revised:

- 2015-10-28 KHSG - Common Drawings - Rev 4 Addendum;
- 2015-10-28 KHSG - Aloha Stadium Drawings - Rev 4 Addendum; and
- 2015-10-28 KHSG - Pearl Highlands Drawings - Rev 4 Addendum.

The revised drawings are attached hereto and incorporated by reference herein.

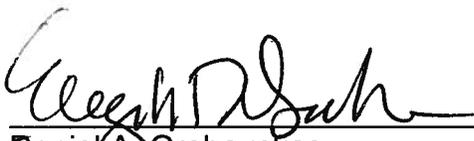
3. RFB Documents – Revised Specifications

The following specifications have been revised:

- 2015-10-28 KHSG - Specifications - Rev 4 Addendum.

The revised specifications are attached hereto and incorporated by reference herein.

APPROVED:



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