

Questions/Answers During Solicitation for HI A-AD 6(5), State Route 200, Saddle Road

September 16, 2008

Q1 - Section 105 of the specification –“Control of Material” specifically states in section 105.2 that the PTA aggregate quarry is (a) Government Mandatory Source. Addendum 2 clarifies and defines that excavation when mining the quarry is to be no lower than Elevation 5693.

In section 5 “Subsurface Conditions” the PTA quarry investigative report summarizes in Table 2 the boring information obtained by the owner. In all cases elevation 5693 falls in what is categorized as “overburden” material. In no case does this elevation fall into what is described as hard/very hard un-weathered basalt or “blue rock”. Is it the government’s intent that rock processed for use to produce asphalt aggregates be obtained only from “overburden” materials existing above Elevation 5693?

A1 - No. See Amendment No. A003 for correction of limits of excavation.

Q2 - Will the contractor on this project be allowed to utilize material in previously mined areas of the PTA Quarry for use as borrow, sub base or asphalt aggregate production?

A2 - No. All such materials needed for this project are expected to come from the within the limits of the area labeled “Materials Source” on plan sheet H2. Any surplus or stockpile materials presently located within the area labeled “Previously Mined Area” or “Department of the Army” on plan sheet H2 is not available for use on this contract.

Q3 - Are all the seeds for revegetation to be the seeds existing in the conserved topsoil?

A3 - Yes, no supplemental seeding is required in this contract.

Q4 - Is the Hydraulic mulching to be applied without the addition of rye grass or other seeds?

A4 - Yes, in accordance with Item 62504B.

September 15, 2008

Q3 - Is all the dust suppressant used on the access roads to be paid under section 306? Amendment A002 states under Section 105.02 (e) The access roads may be improved by blading and shaping...Blading, shaping, and adding aggregate to the haul roads will not be measured for payment but is considered subsidiary to other contract items. Payment for dust control as directed by the CO will be under Item 306. Upon completion of haul operation Restore ...Ahi Road... to its original condition by removing any improvements made under this contract. Apply dust palliative as directed by the CO and as recommended by the CO. On Page I-84

Section 204.16 (i) Grade access road. Grade and maintain the Makai access road during construction. Apply dust suppressant as required to control dust at no cost to the contract. There appears to be a conflict

A3 - Access to and from the project is restricted to only Ahi and Makai Roads as follows:

* Access to and from the PTA quarry to the project is restricted to only Ahi Road by SCR 105.02(e). Dust palliative applied to quarry access roads (Ahi Road north and south of existing Saddle Road) will be paid for under Section 306; see SCR 306.01 which applies to the application of dust palliative to unpaved construction access haul roads.

* Makai Road can only be used for access to and from the available staging area within the right of way between Stations 198+00 and 215+00 by class 1, 2 or 3 light-weight vehicles. Makai Road cannot be used for access to the quarry, haul operations or bringing construction equipment onto the project; see Section 105.04 - Storage and Handling Material, of Amendment No.A001. Dust palliative applied to non-quarry access roads (Makai Road) and the staging area will not be paid for separately but will be considered subsidiary to other contract items.

Q2 - To acknowledge receipt of Amendments, Item 11 (a) notes the returning 1 copies of amendment.

1. Do we return full set (all pages including Appendices) of A001, or
2. Return pages 1 and 2, or
3. Return page 1 with Items 8 and 15, and
4. Via USPS, facsimile, email?

Also, how do we get on the list to receive amendments?

A2 - all you have to do to acknowledge amendments is to fill out Part 19 on Page A-2 of the solicitation. There is no need to return a signed copy of the amendment. Amendments are posted to the CFLHD website at www.cflhd.gov/procurement/construction/advertised-projects.cfm and are also posted on www.fbo.gov It is the contractor's responsibility to ensure all amendments are received and acknowledged.

Q1 - In reference to Plan Sheets H2, H3 and Pohakuloa Training Area (PTA) Quarry Investigation January 17, 2008 pages 11 and 12. When compiling the existing grades from sheet H3 with the basalt depths from Table 2 on sheets 11 and 12 of Pohakuloa Training Area (PTA) Quarry Investigation January 17, 2008 I noticed that - except for borings 101 and 129 - the durable blue basalt is from 1' to 19' below the lowest base pit elevation of 5693.

	Existing grade	Basalt elev	Lowest Base pit elev.	Basalt below Lowest Base pit elev. (ft)
max elev	5704.2	5695.2	5693.0	-2.2
ave elev	5695.9	5685.2	5693.0	7.8
min elev	5691.1	5674.0	5693.0	19.0

Are we permitted to mine the durable blue basalt then restore the mined area to the lowest base pit elevation of 5693?

A1 - Excavation below the base pit elevation of 5393 is allowed, see SCR 105.02(f) Restrictions, 8th paragraph:

"Backfill any excavations or holes created by quarry operations below the natural ground level to the same elevation with waste or overburden materials."

September 11, 2008

Q1 - Due to the rapid increase in asphalt cement prices, would FHWA consider raising the maximum allowable payment adjustment shown on page I-46. Currently, there is only one supply of asphalt cement in the entire State of Hawaii which has increased almost 100% in the last year. This unique situation causes a huge, uncontrollable risk for the contractor.

A1 - The price adjustments will remain as prescribed in section 109.06 of the Invitation for Bid.

Q2 - Please clarify. The road widening sections shown on Sheet A-12 doesn't seem to match the roadway plan & profiles shown on sheets C-27 & C-28.

A2 - The detail ROADWAY WIDENING – SCHEDULE A PLUS OPTION Y, TYPICAL SECTION Sta 363+23.39 to 375+00 is correct. The maximum widths indicated for roadway widening and paved shoulder occur within this station range, not at the start or end location.

The detail ROADWAY WIDENING – SCHEDULE A PLUS OPTION Y, TYPICAL SECTION Sta 375+00 to 380+00 is incorrect. The correct variable width for roadway widening should be 0-feet to 1-foot; there is no paved shoulder widening in this area covered by this typical section. The correct maximum widening width is 9-feet

consisting of 1-foot of roadway widening and 8-feet of paved firebreak which occurs at Station 375+00 and transitions to 0-feet at Station 380+00. This dimension error does not affect any plan quantities.

Q3 - If Option Y is not used, and the final product will have traffic running on the Hot Asphalt Treated Base Course, then will there be a separate payment adjustment for smoothness based on a higher than 24 in/mile limit since there is one less “opportunity” to get smoothness

A3 - The pavement smoothness specification will remain as prescribed in section 401.16 of the Invitation for Bid.

Q4 - Project Spec Sheet I-40 Section 108.01. Does the environmental checklist mean that there is incidental work required by the Contractor (i.e. clean up “PAST” hazardous spills)?

A4 - No.

Q5 - Since there are no “penetrating” type prime coats available in the State of Hawaii, will the contractor be required to scarify the surface, re-grade, and re-compact as shown in FP-96 Section 411.06 for Prime Coats?

A5 - Bid prime coat as specified in the contract.

Q6 - Since the mobilization bid items for Schedule A, Option X and Option Y all have the same bid item numbers, does that mean if Option Y is selected, then payment for the mobilization item bid in Option Y will get paid 50% when 5% of the entire contract amount is complete, or when 5% of all the Option Y items are complete.

A6 - The original contract amount will be comprised of Schedule A plus which ever option is awarded. Therefore, 50 percent of the mobilization lump sum will be paid upon completion of 5 percent of that amount not to exceed 5 percent of the original contract, not including mobilization and bond premiums.

Q7 - When does FHWA anticipate the Notice to Proceed?

A7 - Assuming a contract award in mid-October, the Government anticipates issuing the notice to proceed on or about November 17, 2008. However, the Government has 60-days to award the contract from the date of the bid opening, which could result in a delay in the issuance of a notice to proceed.

Q8 - According to plan sheet A-13, the AC Curb for Option X would have a 3” vertical face that would be difficult to place. Would it be possible to slope the sides at a 45 degree angle from the bottom to the top.

A8 - Under Option X, the 48-degree sloped front face of the curb can be extended at that same slope to the roadway pavement surface in lieu of the 3-inch vertical face. The

sloped back face can also be extended but must catch on the roadway pavement surface. Under Option Y, construct the curb as shown in the plans.

September 10, 2008

Q1 - In reference to detail sheet A11, A12 - Does station 363+23.39 to 375+00 have AC Curb?

A1 - No it does not. The AC curb begins at Sta 375

Q2 - Can bid escrow documents be submitted on a CD in pdf format?

A2 – Only paper copies of bid escrow documents will be accepted.

Q3 - Is this project exempt from Environmental Protection Agency or State of Hawaii Department of Health permit requirements for portable crushing or asphalt plants? These permits are mandatory and plant specific? They can take as long as 18 months to obtain for each specific plant, this can greatly impact the project schedule, is there anyway this process can be accelerated or waived because this is a Federal Project?

A3 - There are no Federal exemptions in the permitting process for this project.

Q4 - It is our understanding that there only exists one asphalt oil source in the State of Hawaii? Will this project be given special preferences due to its Federal Standing?

A4 - No.

Q5 - Is there any construction water located at PTA? or does all the construction water need to be hauled up to the project from Waimea and/or Hilo?

A5 - There is no known water source at PTA and we have no arrangement with PTA for use of any of their water hauled from elsewhere on the island.

Q6 - Will dust control water be required for all crushing and AC plant operations in the Quarry area?

A6 - Yes, as needed to control dust.

Q7 - Will the 15 mph speed limit on the Quarry Haul Road be strictly enforced?

A7 - Yes

Q8 - Does Durasoil need to be specifically used?

A8 – No

Q9 - I have seen two conflicting bid due dates – one on Federal Business Opportunities and one on Page A-1 of the solicitation document. When are the bids due?

A9 - The September 18 date is correct for the bid opening. The solicitation documents, in this case the Invitation for Bid, always rules over Federal Business Opportunities.

Q10 - Do trucking companies hauling the crushed aggregate or AC from the quarry to the project site need to be paid davis-bacon wages and the special PUC rates that are required for the Saddle road area? or does this project have special preference because of its Federal Standing?

A-10 It is the FHWA's interpretation of the Davis-Bacon wage requirements that the quarry is considered part of the site-of-work and truck drivers hauling to, and returning from, the work area must be paid in accordance with the included Wage Decision. The quarry was opened specifically and exclusively for Saddle Road work and is adjacent to the Saddle road work area.

September 8, 2008

Q1 - The bid documents require that the escrow documents be submitted at bid time. This is a very difficult request, it can be done but it puts undo pressure and a divided focus on the bidder at the time of bid. In the interest of submitting a better coordinated escrow package, will the FHWA consider allowing the documents to be received the next day as long as the documents are packaged and shipped the same day as the bid?

A1 - We plan to use the same procedures we utilized for the 6(3) portion of the project. At this time, we do not anticipate a change to those procedures.