

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS**

**ADDENDUM NO. 2
FOR
FY26 SPALL REPAIRS
DANIEL K. INOUE INTERNATIONAL AIRPORT
HONOLULU, OAHU, HAWAII
STATE PROJECT NO. CO1646-33**

June 5, 2026

This Addendum shall make the following amendment(s) to the Solicitation:

A. PLANS

1. Delete **PLANS SHEET NO. S-001, GENERAL NOTES** and replace it with attached **PLANS SHEET NO. ADD. 2 S-001 GENERAL NOTES dated 6/5/2026.**

The following is provided for information.

B. RESPONSES TO REQUESTS FOR INFORMATION (RFI'S/QUESTIONS)

1. The attached **RESPONSES TO REQUESTS FOR INFORMATION** are provided for information.

Please acknowledge receipt of this **ADDENDUM NO. 2** by recording the date of its receipt in the space provided on **PAGE P-4** of the Proposal.



NATHAN KANESHIGE
Engineering Program Manager

CONCRETE REPAIR NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE DRAWINGS AND SPECIFICATIONS.
2. THE STRUCTURAL DRAWINGS REPRESENT THE FINISHED STRUCTURE AND DO NOT INDICATE THE METHOD OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL MEASURES NECESSARY TO PROTECT THE STRUCTURE DURING CONSTRUCTION. SUCH MEASURES SHALL INCLUDE, BUT NOT BE LIMITED TO BRACING, SHORING FOR LOADS DUE TO CONSTRUCTION EQUIPMENT, WIND AND SEISMIC LOADING. OBSERVATION VISITS TO THE SITE BY THE ENGINEER SHALL NOT INCLUDE INSPECTION OF THE ABOVE ITEMS NOR RELIEVE THE CONTRACTOR OF HIS/HER OBLIGATIONS, DUTIES AND RESPONSIBILITIES.
3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES AND SHALL CHECK ALL DIMENSIONS. ALL DISCREPANCIES SHALL BE CALLED TO THE ATTENTION OF THE CONTRACTING OFFICER AND BE RESOLVED BEFORE PROCEEDING WITH THE WORK.
4. NOTES AND DETAILS ON DRAWINGS SHALL TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS. IF THERE ARE ANY CONFLICTS IN REQUIREMENTS BETWEEN DRAWINGS AND SPECIFICATIONS, THE MORE STRINGENT REQUIREMENT SHALL APPLY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING ALL DIMENSIONS.
6. SHOP DRAWINGS REQUIRED BY THE SPECIFICATIONS SHALL BE SUBMITTED TO THE CONTRACTING OFFICER FOR REVIEW PRIOR TO FABRICATION. PHOTOCOPIES OF CONSTRUCTION DOCUMENTS ARE NOT CONSIDERED SHOP DRAWINGS AND WILL BE REJECTED.
7. CONSTRUCTION MATERIALS SHALL BE SPREAD OUT IF PLACED ON FRAMED FLOORS OR ROOF. LOAD SHALL NOT EXCEED THE LIVE LOAD PER SQUARE FOOT.
8. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR METHODS OF CONSTRUCTION, WORKMANSHIP, AND JOB SAFETY INCLUDING ALL FALSEWORK, BRACING, MUD SILLS, AND OTHER TEMPORARY ITEMS USED FOR THE CONSTRUCTION OF THE PROJECT.

DESIGN CRITERIA

1. CODES: 2018 INTERNATIONAL BUILDING CODE W/ STATE OF HAWAII AMENDMENTS (NEW CONSTRUCTION ONLY)

REINFORCING STEEL

1. UNLESS OTHERWISE INDICATED ON PLANS AND/OR SCHEDULE, ALL REINFORCING STEEL SHALL BE HIGH STRENGTH GRADE DEFORMED BARS WHICH SHALL CONFORM TO THE STANDARD SPECIFICATION OF ASTM A615, GRADE 60. ALL REINFORCING STEEL TO BE WELDED SHALL CONFORM TO ASTM A706, GRADE 60.
2. LOW HYDROGEN WELDING RODS SHALL BE USED FOR ALL WELDING TO REINFORCING BARS.
3. REINFORCING SHALL BE SPLICED ONLY AS SHOWN OR NOTED. SPLICES AT OTHER LOCATIONS SHALL BE MADE AWAY FROM POINTS OF MAXIMUM STRESS AND REVIEWED BY THE ENGINEER. SEE DETAILS FOR "LAP SPLICES."
4. ALL REINFORCING STEEL, ANCHOR BOLTS AND OTHER INSERTS SHALL BE SECURED IN POSITION PRIOR TO PLACING CONCRETE.
5. MINIMUM CONCRETE PROTECTION FOR REINFORCING STEEL UNLESS OTHERWISE SHOWN IN CONCRETE REPAIR DETAILS:

A. COLUMNS, BEAMS = 2" CLEAR TO TIES

B. WALLS = 2" CLEAR

C. SLAB-ON-GRADE = 1 1/2" CLEAR TO TOP
6. WELDING OF REINFORCING BARS SHALL BE IN ACCORDANCE WITH AWS D1.4 "STRUCTURAL WELDING CODE-REINFORCING STEEL."
7. CHEMICAL COMPOSITION OF THE EXISTING CONCRETE REINFORCEMENT IS NOT KNOWN. WHEN WELDING TO EXISTING REINFORCEMENT IS REQUIRED, STRICTLY FOLLOW AWS D1.4 FOR PREHEAT AND INTERPASS TEMPERATURE FOR THE SIZE OF EXISTING REINFORCEMENT.

CONCRETE REPAIR MATERIAL
(ASSUMING SITE MIX CONCRETE):

1. USE PRODUCTS FOR CONCRETE SPALL REPAIR THAT ARE SPECIFICALLY DESIGNED FOR THE STRUCTURAL REPAIR OF DAMAGED CONCRETE. SUBMIT ALL PRODUCTS FOR REVIEW AND APPROVAL PRIOR TO ORDERING MATERIAL.
2. CONCRETE REPAIR MATERIAL SHALL BE AS INDICATED IN SPECIFICATIONS AND DRAWINGS.
3. STRICTLY FOLLOW THE MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS ON THE AMOUNT OF WATER TO BE ADDED.
4. WHEN RECOMMENDED BY THE MANUFACTURER FOR LARGER REPAIRS, ADD AGGREGATE TO THE MIX. THE APPROPRIATE AGGREGATE SIZE SHALL BE SPECIFIED BY THE MANUFACTURER.
5. PATCHING CONCRETE SHALL HAVE THE APPROPRIATE WORKABILITY FOR NO FORMING CONDITIONS OR WHERE FORMING IS REQUIRED. SUPERPLASTICIZER ADMXTURE SHALL NOT BE ADDED UNLESS SPECIFICALLY ALLOWED BY PATCHING MORTAR MANUFACTURER.

DEMOLITION NOTES

1. DEMOLITION DRAWINGS ARE BASED ON INFORMATION FROM AVAILABLE AS-BUILT AND RENOVATION DRAWINGS AND SITE INVESTIGATION TO LIMITED ACCESSIBLE AREAS. ALL EXISTING INFORMATION SHOWN SHALL BE VERIFIED BY CONTRACTOR IN FIELD PRIOR TO STARTING WORK. ANY DISCREPANCIES WITH DRAWINGS SHALL BE BROUGHT TO THE CONTRACTING OFFICER'S ATTENTION PRIOR TO STARTING WORK.
2. ALL DEMOLISHED MATERIAL SHALL BE PROPERLY DISPOSED OF OFF SITE BY THE CONTRACTOR IN COMPLIANCE WITH ALL APPLICABLE CITY, STATE AND FEDERAL CODES AND REGULATIONS.
3. CONTRACTOR SHALL PROVIDE ADEQUATE SHORING, BRACING, PROTECTION AND BARRICADES AS NEEDED DURING DEMOLITION WORK.
4. PROVIDE ADEQUATE PROTECTION FOR EXISTING STRUCTURES TO REMAIN. REPAIR AND/OR REPLACE AT CONTRACTOR'S EXPENSE ANY EXISTING SITE OR BUILDING FEATURES TO REMAIN THAT ARE DAMAGED DURING THE WORK TO PRE-EXISTING CONDITIONS OR BETTER TO THE SATISFACTION OF THE STATE DOT-A.
5. EXISTING CONCRETE SURFACES THAT INTERFACE WITH NEW CONSTRUCTION SHALL BE REMOVED OF ALL LOOSE OR UNSOUND MATERIALS AND OTHER CONDITIONS THAT WOULD INHIBIT BOND SUCH AS PLASTER, LAITANCE, DUST, DIRT, OIL, CURING COMPOUND, EXISTING PAINT OR COATINGS, EFFLORESCENCE AND OTHER MATTER THAT COULD INTERFACE WITH THE BOND OF NEW CONSTRUCTION.

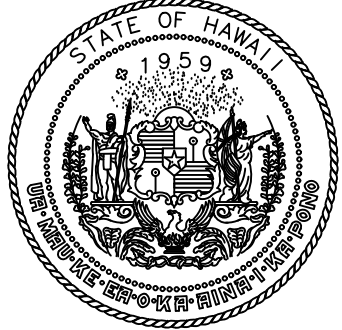
CONSTRUCTION PHASING

1. THE INTERNATIONAL PARKING STRUCTURE SHALL REMAIN OPERATIONAL DURING NORMAL OPERATION HOURS. NORMAL OPERATING HOURS SHALL BE CONSIDERED 24 HOURS A DAY, 7 DAYS A WEEK UNLESS OTHERWISE INDICATED.
2. CONTRACTOR'S WORKING HOURS SHALL BE MONDAY THROUGH SUNDAY, 9:00 PM TO 5:00 AM.
3. THE CONTRACTOR SHALL MINIMIZE THE NUMBER OF PARKING STALLS UTILIZED FOR SCAFFOLDING AND CONSTRUCTION WORK AREA. SUBMIT FOR APPROVAL CONSTRUCTION PHASING OR WORK AREA PLAN INDICATING THE LOCATION AND NUMBER OF PARKING STALLS TO BE IMPACTED, DURATION OF WORK, AND DETOURING PLAN.
4. CONTRACTOR SHALL NOTIFY DOT-A IN WRITING AT LEAST 30 DAYS IN ADVANCE, PRIOR TO BLOCKING OFF ANY STALLS TO COMPLETE THE WORK. IN ADDITION, THE CONTRACTOR SHALL POST "NO PARKING" SIGNAGE AT LEAST 30 DAYS IN ADVANCE WITHIN THE PARKING STRUCTURE PRIOR TO ANY DOT-A APPROVED PARKING STALLS THAT WILL BE CORDONED OFF IN PHASES TO COMPLETE THE WORK.
5. CONTRACTOR SHALL PROVIDE AND MAINTAIN TWO CONTINUOUS TRAVEL PATHS 10'-0" WIDE EACH MINIMUM FOR TRAFFIC FLOW UP AND DOWN THE PARKING STRUCTURE AT ALL TIMES DURING NORMAL OPERATING HOURS OF THE PARKING STRUCTURE. CONTRACTOR SHALL PROVIDE BARRICADES, TRAFFIC CONTROL MEASURES, TRAFFIC CONES, ETC. TO SAFELY COMPLETE THE WORK IN PHASES.
6. AREAS OF THE PARKING STRUCTURE THAT MAY NOT BE ACCESSIBLE FOR THE CONSTRUCTION DUE TO PARKING GARAGE OPERATIONS AND TRAFFIC FLOW SHALL BE ADDRESSED DURING NON-OPERATIONAL PERIODS OR BY WRITTEN REQUEST AND APPROVAL FROM DOT-A.
7. EXAMPLE CONSTRUCTION PHASING PLANS SHOULD BE CONSIDERED SCHEMATIC RECOMMENDATIONS ONLY. SEE SHEETS S-102 AND S-103 FOR EXAMPLE SCHEMATIC PHASING PLANS.
8. FOR BIDDING PURPOSES, THE CONTRACTOR SHALL INCLUDE A TOWING ALLOWANCE TO ADDRESS ILLEGAL PARKING WHICH MAY INHIBIT THE WORK WITHIN THE CONTRACTOR'S DESIGNATED WORK AREAS, PHASING, AND TRAFFIC CONTROL. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.

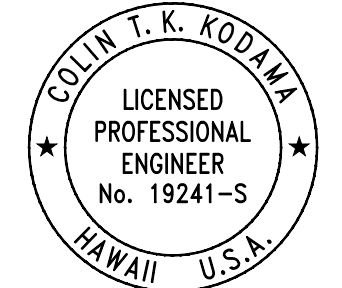
CONCRETE REPAIR PROCEDURE

1. CONTRACTOR SHALL RETAIN MATERIAL SUPPLIERS AND EXPERIENCED PERSONNEL FAMILIAR IN CONCRETE REPAIR AND RESTORATION WORK.
2. PRIOR TO STARTING ANY DEMOLITION WORK, SURVEY THE PROJECT AREA FOR DELAMINATED OR SPALLED CONCRETE, AND FOR CRACKS IN CONCRETE WIDER THAN 0.03-IN. CONTRACTOR'S SURVEY SHALL BE SUBMITTED TO THE DOT-A REPRESENTATIVE IDENTIFYING DEFECTS ON CONTRACTOR'S SURVEY THAT DIFFER FROM THE SCHEDULE IN THESE DRAWINGS. ADDITIONAL ITEMS WILL ONLY BECOME A PART OF THE WORK UPON APPROVAL BY THE DOT-A REPRESENTATIVE. REFER TO PROJECT SPECIFICATION FOR PRE-CONSTRUCTION SURVEY REQUIREMENTS.
3. ON-SITE OBSERVATION BY THE CONTRACTOR AND MATERIAL MANUFACTURER'S REPRESENTATIVE SHALL ALSO BE INCLUDED AS NEEDED. ANY REVISIONS OR RECOMMENDATIONS TO IMPROVE REPAIR MATERIALS OR METHODS SHALL BE SUBMITTED IN WRITING TO THE DOT-A REPRESENTATIVE.
4. BEFORE ANY DEMOLITION, CHIPPING, JACK HAMMERING, DRILLING, CORING, OR ANY OTHER DESTRUCTIVE REMOVAL WORK BEGINS, CONTRACTOR SHALL VERIFY THAT THE OPERATION WILL NOT INJURE, OVERSTRESS, CRACK AND BREAK OR OTHERWISE DAMAGE EXISTING WORK TO REMAIN. PROVIDE SHORING, AS NEEDED, TO STRUCTURAL BEAMS AND SLABS PRIOR TO DEMOLITION WORK, AND LEAVE IN PLACE UNTIL REPAIR MATERIAL HAS PROPERLY CURED. THE CONTRACTOR SHALL PROVIDE SHORING SHOP DRAWINGS AND CALCULATIONS FOR REVIEW, STAMPED AND SIGNED BY A HAWAII LICENSED STRUCTURAL ENGINEER PRIOR TO INSTALLATION.
5. ALL DAMAGED, DETERIORATED, LOOSENED (DELAMINATED), OR UNBONDED PORTIONS OF EXISTING CONCRETE SHALL BE REMOVED UNTIL SOUND CONCRETE IS ENCOUNTERED. SOUND CONCRETE IS THE CONDITION WHERE THE EXPOSED SURFACE IS FIRMLY BONDED TO THE SURROUNDING CONCRETE AND DEVOID OF LOOSE PIECES, CRACKS, AND DELAMINATIONS (UNBONDED CONDITION BELOW THE SURFACE.) WHEN STRUCK WITH A HAMMER, SOUND CONCRETE WILL NOT PRODUCE A HOLLOW SOUND. IF A HOLLOW SOUND IS HEARD WHEN THE SURFACE IS STRUCK WITH A HAMMER, THE SURFACE CONCRETE IS NOT BONDED TO THE CONCRETE BELOW.
6. CHIPPED OUT REPAIR AREA SHALL NOT BE LESS THAN 3/4 INCH CLEAR BELOW, ABOVE, AND BEHIND ALL EXPOSED, OXIDIZED REINFORCING BAR.
7. EDGES OF THE CHIPPED OUT AREA SHALL BE SAW CUT PERPENDICULAR TO THE CONCRETE SURFACE FOR A MINIMUM DEPTH OF AT LEAST 3/4 INCH OR TO THE MINIMUM THICKNESS REPAIR MATERIAL MAY BE APPLIED, WHICHEVER IS GREATER. DO NOT SAW CUT THROUGH EXISTING REINFORCING BARS. DO NOT FEATHEREDGE THE REPAIR MATERIAL.
8. EXPOSED EXISTING STEEL REINFORCEMENT SHALL BE CLEANED OF ALL SCALE, RUST, DIRT, OIL OR ANY OTHER DELETERIOUS MATERIAL. HYDROBLASTING IS PROHIBITED.
9. AFTER THE BAR HAS BEEN CLEANED BY HAND TOOLS OR WIRE BRUSH, MEASURE THE DIAMETER OF THE EXPOSED REINFORCING BARS AT THE EDGE OF THE CHIPPED OUT AREA TO DETERMINE THE ORIGINAL BAR SIZE. COMPARE THE BAR DIAMETERS WITHIN THE CHIPPED OUT AREA WITH DETAIL RR2 / S-601 AND REPLACE BARS AS REQUIRED.
10. IF NEEDED, MECHANICALLY ROUGHEN CONCRETE SURFACE TO PROMOTE BONDING OF THE REPAIR MATERIAL. THOROUGHLY CLEAN THE REPAIR AREA OF ALL DUST AND DEBRIS FROM THE CONCRETE AND STEEL SURFACES.
11. SPALL REPAIRS 2 SQ. FT. OR LESS, AND THE MAXIMUM REPAIR THICKNESS OF 2 INCHES OR LESS, MAY BE ACCOMPLISHED WITHOUT FORM WORK BY USING A PATCHING MORTAR.
12. APPLY BONDING AGENT TO SURFACE OF EXISTING CONCRETE PRIOR TO PLACING CONCRETE REPAIR MATERIAL. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR SURFACE PREPARATION AND USAGE OF THE BONDING AGENT. PLACE REPAIR MATERIAL WITHIN THE OPEN TIME OF THE BONDING AGENT.
13. FINISH SURFACE OF CONCRETE REPAIRS TO MATCH EXISTING AESTHETIC OF IMMEDIATELY ADJACENT SURFACES INCLUDING BUT NOT LIMITED TO SURFACE PROFILE, TEXTURE, PAINT, AND COLOR UNLESS OTHERWISE INDICATED. IF A RADIUS, CHAMFER OR GROOVE IS ENCOUNTERED IN THE WORK AND CONTINUES THROUGH THE AREA TO BE REPAIRED, THE RADIUS, CHAMFER OR GROOVE SHALL BE REPRODUCED IN THE REPAIRS.
14. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR CURING OF THE REPAIR MATERIAL. AFTER REPAIRS HAVE BEEN CURED FOR THE RECOMMENDED LENGTH OF TIME, CLEAN THE REPAIR SURFACE TO RECEIVE SURFACE TREATMENT.
15. AT LOCATIONS THAT ARE NOT SCHEDULED TO RECEIVE PAINT, APPLY A CONCRETE SEALER TO THE SURFACE. THE COATED AREA SHALL EXTEND A MINIMUM OF 12 INCHES ALL AROUND THE REPAIR AREA.
16. AT LOCATIONS SCHEDULED TO RECEIVE PAINT, APPLY PRIMER, INTERMEDIATE, AND FINAL COAT. SEE PROJECT SPECIFICATIONS FOR PAINTS AND PROCEDURES.

SHEET INDEX		
SHEET NO.	DWG NO.	TITLE
GENERAL		
1	G-001	TITLE SHEET AND VICINITY MAP
STRUCTURAL		
2	S-001	GENERAL NOTES
3	S-100	OVERALL SITE PLAN
4	S-101	TERMINAL 1 RAMP AND OVERHEAD ROADWAY REPAIR PLAN
5	S-102	EXAMPLE 1 - CONSTRUCTION PHASING PLAN
6	S-103	EXAMPLE 2 - CONSTRUCTION PHASING PLAN
7	S-104	INTERNATIONAL PARKING GARAGE GROUND LEVEL REPAIR PLAN
8	S-105	INTERNATIONAL PARKING GARAGE GROUND LEVEL REPAIR PLAN
9	S-106	INTERNATIONAL PARKING GARAGE GROUND LEVEL REPAIR PLAN
10	S-107	INTERNATIONAL PARKING GARAGE GROUND LEVEL REPAIR PLAN
11	S-108	INTERNATIONAL PARKING GARAGE LEVEL 2 REPAIR PLAN
12	S-109	INTERNATIONAL PARKING GARAGE LEVEL 2 REPAIR PLAN
13	S-110	INTERNATIONAL PARKING GARAGE LEVEL 2 REPAIR PLAN
14	S-111	INTERNATIONAL PARKING GARAGE LEVEL 2 REPAIR PLAN
15	S-112	INTERNATIONAL PARKING GARAGE LEVEL 3 REPAIR PLAN
16	S-113	INTERNATIONAL PARKING GARAGE LEVEL 3 REPAIR PLAN
17	S-114	INTERNATIONAL PARKING GARAGE LEVEL 3 REPAIR PLAN
18	S-115	INTERNATIONAL PARKING GARAGE LEVEL 3 REPAIR PLAN
19	S-116	INTERNATIONAL PARKING GARAGE LEVEL 4 REPAIR PLAN
20	S-117	INTERNATIONAL PARKING GARAGE LEVEL 4 REPAIR PLAN
21	S-118	INTERNATIONAL PARKING GARAGE LEVEL 4 REPAIR PLAN
22	S-119	INTERNATIONAL PARKING GARAGE LEVEL 4 REPAIR PLAN
23	S-120	INTERNATIONAL PARKING GARAGE LEVEL 5 REPAIR PLAN
24	S-121	INTERNATIONAL PARKING GARAGE LEVEL 5 REPAIR PLAN
25	S-122	INTERNATIONAL PARKING GARAGE LEVEL 5 REPAIR PLAN
26	S-123	INTERNATIONAL PARKING GARAGE LEVEL 5 REPAIR PLAN
27	S-124	INTERNATIONAL PARKING GARAGE LEVEL 6 REPAIR PLAN
28	S-125	INTERNATIONAL PARKING GARAGE LEVEL 6 REPAIR PLAN
29	S-126	INTERNATIONAL PARKING GARAGE LEVEL 6 REPAIR PLAN
30	S-127	INTERNATIONAL PARKING GARAGE LEVEL 6 REPAIR PLAN
31	S-128	INTERNATIONAL PARKING GARAGE LEVEL 7 REPAIR PLAN
32	S-129	INTERNATIONAL PARKING GARAGE LEVEL 7 REPAIR PLAN
33	S-130	INTERNATIONAL PARKING GARAGE LEVEL 7 REPAIR PLAN
34	S-131	INTERNATIONAL PARKING GARAGE LEVEL 7 REPAIR PLAN
35	S-132	INTERNATIONAL PARKING GARAGE LEVEL 7 BRIDGE REPAIR PLAN
36	S-133	INTERNATIONAL PARKING GARAGE LEVEL 8 REPAIR PLAN
37	S-134	INTERNATIONAL PARKING GARAGE LEVEL 8 REPAIR PLAN
38	S-135	INTERNATIONAL PARKING GARAGE LEVEL 8 REPAIR PLAN
39	S-136	TERMINAL 2 GROUND LEVEL SPALL REPAIRS
40	S-137	TERMINAL 2 LEVEL 2 SPALL REPAIRS
41	S-138	INTERISLAND TERMINAL LEVEL 7 REPAIR PLAN
42	S-501	REPAIR SCHEDULES
43	S-502	REPAIR SCHEDULES
44	S-503	REPAIR SCHEDULES
45	S-504	REPAIR SCHEDULES
46	S-505	REPAIR SCHEDULES
47	S-601	REPAIR DETAILS
48	S-602	REPAIR DETAILS
49	S-603	REPAIR DETAILS
50	S-604	REPAIR DETAILS
51	S-605	REPAIR DETAILS
52	S-606	REPAIR DETAILS
53	S-901	TERMINAL 1 RAMP AND OVERHEAD ROADWAY PHOTOS
54	S-902	TERMINAL 1 RAMP AND OVERHEAD ROADWAY PHOTOS
55	S-903	TERMINAL 1 RAMP AND OVERHEAD ROADWAY PHOTOS
56	S-904	INTERNATIONAL PARKING GARAGE PHOTOS
57	S-905	INTERNATIONAL PARKING GARAGE PHOTOS
58	S-906	INTERNATIONAL PARKING GARAGE PHOTOS
59	S-907	INTERNATIONAL PARKING GARAGE PHOTOS
60	S-908	INTERNATIONAL PARKING GARAGE PHOTOS
61	S-909	INTERNATIONAL PARKING GARAGE PHOTOS
62	S-910	INTERNATIONAL PARKING GARAGE PHOTOS
63	S-911	INTERNATIONAL PARKING GARAGE PHOTOS
64	S-912	INTERNATIONAL PARKING GARAGE PHOTOS
65	S-913	TERMINAL 2 AND INTERISLAND TERMINAL PHOTOS



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



Colin T. K. Kodima
04/30/2028
Licensed Expiration Date

This work was prepared by me or under my supervision.

DSGN.	DRWN.	CHKD.	APPD.
CK	KW	CK	CK

	6/5/26	ADDENDUM 2
NO.	DATE	REVISIONS

CONSTRUCTION
DOCUMENTS

MARCH 27, 2026
DATE

PROJECT TITLE :

FY26 SPALL REPAIRS

AT
DANIEL K. INOUE INTERNATIONAL AIRPORT
HONOLULU, OAHU, HAWAII

PROJECT NO.:

CO1646-33

SHEET TITLE:

GENERAL NOTES

DATE :	DWG. NO. S-001
03/27/2026	
SHEET :	
2 OF 65 SHEETS	

P:\HON\JOBS\26243 OT DOT\DOT34 FY26 SPALL REPAIRS\02 DWGS\526243_S-001.DWG

FY26 SPALL REPAIRS

DANIEL K. INOUE INTERNATIONAL AIRPORT

HONOLULU, OAHU, HAWAII

STATE PROJECT NO. CO1646-33

RESPONSES TO REQUESTS FOR INFORMATION (RFI'S/QUESTIONS)

The following Requests for Information (RFI) were received.

- 1. Question: Are there any special finishes required for any of the spall repairs? If so, please specify where and what kind of finish.**

Response: Refer to "CONCRETE REPAIR PROCEDURE" Note 13 on Sheet S-001. Also refer to Specification Section 03730 CONCRETE REPAIR, Section 3.06, Paragraph H.

- 2. Question: For Repair INT-10 (shown on sheet S-134), confirming that the repair area is on the overhang portion of the slab? If so, how is this area to be accessed (& approximately how high above ground level is the repair)?**

Response: Confirmed. The repair area is on the soffit of the slab overhang. Since this is considered Contractor's means and methods, Contractor shall include all costs as necessary such as temporary scaffolding or other means of access to complete the work.

- 3. Question: Pg. S-001, Concrete Repair; states that prior to starting any demolition work, the Contractor must survey the project area for delaminated or spalled concrete and for cracks wider than 0.03 in., and submit a record of any defects that differ from the schedule shown in the drawings. Please clarify the extent of the required survey work. Specifically: 1. Should the Contractor survey only the control points and defect areas explicitly shown in the plans, or 2. Is the intent for the Contractor to perform surveying within an additional buffer (e.g., an "X"-foot perimeter) around each planned repair area to identify any additional defects? If so, what is the "X"-foot perimeter limitation from the planned repair.**

Response: The intent is for the Contractor to survey the control points and defect areas where indicated in the Contract Drawings. Also refer to Specification 03730 Section 3.03 REPAIR QUANTITY VERIFICATION.

- 4. Question: Pg. S-001, Concrete Repair; require concrete repairs to match adjacent finishes, including profile, texture, paint, and color, and to reproduce any existing radius, chamfer, or groove. The listed patch material cannot achieve the required architectural finish (no aggregate). Please confirm whether the specified patch material is acceptable as-is, or a different method/material will be supplied by the state for**

architectural repairs.

Response: Refer to response to Question 1. If a specific architectural finish needs to be achieved and is better served with a different repair material, Contractor shall submit a substitution request via an RFI including the proposed repair approach and supporting repair material product data.

- 5. Question: Pg. S-001, Phasing; require the Contractor to include a towing allowance to address illegal parking that may inhibit work within designated work areas, phasing, and traffic control. Please clarify the intended scope of this allowance. Should it cover: 1. Vehicles already present in the work area prior to the start of work and fail to move during 30-day notification period? 2. Vehicles that appear abandoned? 3. Where will vehicles be towed to? And how will vehicle owners be notified?**

Response: Vehicles shall be towed by ABM. Owners will Contact the Parking Office to recover vehicles. The Contractor will be responsible for posting signs and coordination with ABM to remove vehicles that violate posted closures.

- 6. Question: For bidding purposes, please confirm SSHO & Environmental Professional can be a dual role.**

Response: The Safety Officer and Qualified Environmental Professional may be a dual role as long as they are qualified for both roles.

- 7. Question: Sheet S-505 lists "Approximate Total Concrete Spall Area." Given that concrete deterioration is often more extensive than surface-level surveys indicate, will the contract be awarded on a Unit Price basis for actual square footage repaired, or is the Lump Sum bid expected to cover all "hidden" deterioration found during chipping?**

Response: Refer to the Proposal Schedule. Spall Repairs (Item 03730.1), Crack Repairs (Item 03730.2), and Plaster Infill Removal (Item 03730.3) are bid on a Lump Sum (LS) basis. Bid prices shall include all labor, materials, equipment, and incidentals necessary to complete the work in accordance with the Contract Documents.

If repair quantities or dimensions differ from those shown in the Contract Documents due to unforeseen conditions encountered during repair, notify DOTA in accordance with Specification Section 03730, Paragraph 3.03(B) prior to proceeding with the repair.

- 8. Question: The "Concrete Repair Procedure" on Sheet S-001 references repairs of 2 inches or less. If chipping reveals that unsound concrete extends beyond 2 inches, or if full-depth deck penetration occurs, what is the established procedure and pay item for these "deep" or "full-depth" repairs?**

Response: To clarify, "CONCRETE REPAIR PROCEDURE" Note 11 mentions that spall repairs with a repair thickness of 2 inches or less can be made with a repair mortar. Refer to

repair details for basis of depths for various repairs. If during construction it is found that chipping to sound concrete extends beyond 3 inches below the surface or face of the concrete member for a specific repair, Contractor shall submit an RFI or form of documentation for review by the Construction Manager and DOT-A. Refer to Specification 03730 Section 3.03 REPAIR QUANTITY VERIFICATION.

- 9. Question: The project requires cleaning, coating, or replacing deteriorated reinforcing steel. However, no estimated weight (lbs or tons) for rebar replacement is provided. Can the Engineer provide an estimated quantity of reinforcing steel to be replaced to ensure all bidders are carrying the same baseline cost?**

Response: Assume 2 lbs/sf of spall repairs for estimated reinforcing steel replacement for the indicated concrete spall repair scope of work.

- 10. Question: For repairs within the International Parking Garage, what is the maximum number of parking stalls that may be taken out of service at any one time? This significantly impacts our phasing and production assumptions.**

Response: Please see "CONSTRUCTION PHASING" Notes on Sheet S-001 as well as Sheets S-102 and S-103.

The Contract Documents do not establish a maximum number of parking stalls that may be taken out of service at one time. The Contractor shall minimize the number of impacted parking stalls and submit a construction phasing/work area plan for Engineer's approval identifying the location and number of affected stalls, duration of work, and detouring plan.

The Contractor shall notify DOTA in writing at least 30 days prior to blocking off any parking stalls and shall post "No Parking" signage at least 30 days in advance in accordance with the Contract Documents.

- 11. Question: Sheet S-001 mentions shoring and barricading. Does the Engineer have a pre-approved shoring plan for the elevated bridge sections, or is the Contractor required to provide a deferred submittal stamped by a licensed Structural Engineer in the State of Hawaii?**

Response: Yes, Contractor shall provide temporary shoring/bracing plans for the work as required and is treated as a deferred submittal stamped and signed by a licensed structural engineer in the State of Hawaii. Reference is Specification 03730 CONCRETE REPAIR, Section 1.04, Paragraph F.

- 12. Question: Will the State provide a designated high-pressure water source within the parking garage for surface preparation and dust control, or is the Contractor responsible for hauling water to each work location?**

Response: The Contractor shall be responsible for providing their own water as needed

within the parking garage. Refer to General Provisions (2016), Article IV – Scope of Work, Paragraph 4.12 Utilities and Services.

- 13. Question: Buy America (BABA) Applicability: The project is identified as "Federally Assisted" (U.S. DOT). Please confirm if "Build America, Buy America" (BABA) or "Buy American" requirements apply to the structural steel and cementitious repair materials for this project.**

Response: The project is not “Federally Assisted” and Buy America does not apply to the project.

- 14. Question: The Security Measures section notes that badging and AOA decals are required. Given the known processing times at the Airport Badging Office, will the Notice to Proceed (NTP) be delayed until a critical mass of the workforce has cleared background checks, or does the 270-day clock start immediately upon contract execution? Confirm if contractor can work on Non-AOA areas (ex. Parking Garage), while waiting for AOA badges to be approved.**

Response: The Notice to Proceed may be mutually agreed between the Contractor and State. Refer to General Provisions (2016), Article VIII – Prosecution and Progress, Paragraph 8.1 Notice to Proceed (NTP). If badging and AOA decals are identified as critical path items, the Contractor is responsible for coordinating their schedule to take those items into account.

- 15. Question: While the project mentions U.S. DOT nondiscrimination, no specific DBE percentage goal was found in the Notice to Bidders. Please clarify if there is a mandatory DBE participation goal for this solicitation.**

Response: This project does not have a Disadvantaged Business Enterprise participation goal.

- 16. Question: Since work is required in the "Central Area Breezeway" and "Interisland Terminal," are there specific decibel limits or "quiet hours" that differ from the standard City/County noise ordinances due to proximity to passenger gates?**

Response: There are no specific decibel limits. The Contractor shall coordinate all work to permit the continuing operation of all existing airport facilities. Refer to Specifications Section 01010 – Description of Work, Paragraph 1.06 Hours of Work.

- 17. Question: Sheet S601 indicates that an anti-corrosive coating (migrating corrosion inhibitor) is to be applied to the repaired area and to see specs for additional requirements – however, I didn’t see any specs for this material. Can you provide a spec for this?**

Response: The product is labeled as a migrating or impregnation corrosion inhibitor that is applied to the surface of completed repairs as described in the Contract Drawings. Example products are Sika Ferroguard 903, Cortec MCI 2020, or approved equal.

18. Question: Specs have a section for sacrificial galvanic anodes. Confirming this is not required for this particular project?

Response: Confirmed. Current scope does not include installation of sacrificial galvanic anodes at this time.

19. Question: For the crack repairs, there are details for 3 different types: gravity fed, route/seal, and pressure injection (all with different price points), yet the repair schedule does not specify the repair type for the noted cracks. For bidding purposes and to ensure all bidders price out the same repairs, what crack repair type is to be assumed for the listed cracks in the repair schedule?

Response: For bidding purposes, of the 419 LF of indicated crack repairs, assume 413 LF of pressure injection and 6 LF of route and seal.