

Agribusiness Development Corporation  
Department of Business, Economic Development and Tourism  
State of Hawaii

**ADDENDUM NO. 2**

INVITATION FOR BID  
IFB-26-200-001

KEKEHA BRIDGE #108 REPLACEMENT

Date issued: June 06, 2026

This Addendum shall make the following amendments to the Solicitation:

**A. BID FORM**

1) Delete BID FORM, on Page B-1 to B-7 in IFB-26-200-001, in its entirety and replace with revised BID FORM entitled “REV BID FORM Kekaha Bridge 108 Replacement 6062026” dated R6/06/2026.

**B. KEKAHA BRIDGE 108 REPLACEMENT PLANS**

1) Replace “03 Kekaha Bridge 108 Replacement Plans”, attached to IFB-26-200-001, with revised Plans entitled “REV Kekaha Bridge 108 Replacement Plans 6062026.”

**C. KEKAHA BRIDGE 108 REPLACEMENT SPECS**

1) Delete Section 503 – Concrete Structures, on Page 40-41 in “02 Kekaha Bridge 108 Replacement Specs” attached to IFB-26-200-001, in its entirety and replace with revised Specifications entitled “REV Section 503 Concrete Structures 6062026” dated R6/06/2026.

**[Remainder of page intentionally left blank]**

**D.        ANSWERS TO QUESTIONS FROM PROSPECTIVE BIDDERS**

1. Are additional funds available if bids exceed the estimated costs? **No**
2. Sheet S6.3 construction sequence: can #12 be moved to after #7 for ease of access with larger machines? **Yes, sequencing requirements will be revised to allow placement of GRP before placement of girders.**
3. Grade Plan page 10 - Is the design intent to re-pave Mana Road, from station -0+67 to 3+05, as well as the gravel road transitions, or does the project's intended hardscape to end at the approach slab (20-ft. from the abutment). **Intent is to repave Mana Road from Sta. 0+55 to Sta 0+80 and from Sta. 1+70 to Sta. 3+17. Paving of the gravel road transitions onto Mana Road will be removed.**
4. Are NPDES/Army Corps permits required for this project, and if so are the permits already issued? **The project is anticipated to need an NPDES permit. Designer will prepare and submit the NPDES application prior to contract execution. Need for an Army Corps 404 permit is still pending jurisdictional determination. Should jurisdictional determination come back that a 404 is needed, contractor will be required to obtain the 404 permit.**
5. **For the concrete deck, are Anti-Corrosion and Shrinkage admixtures required in the concrete mix design, and please confirm the dosage rates (HDOT specifications calls out for those two admixtures)?** **No minimum/maximum dosage rate is required. Dosage shall be in accordance with the selected manufacturer's published recommendations and is subject to Engineer approval.**
6. Will the agency provide stamped drawings for this project? **Stamped drawings will be provided prior to construction.**
7. **Could you provide a control joint detail between the wall and wingwall?** **See Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026.**
8. Could you confirm the asphalt pavement is to be DOT HMA Mix No. 4 (Noted in Spec Section 401) or DOT PMA Mix No. 4 (Noted in Plan Sheet #3 general Notes #31)? **Asphalt pavement will be DOT HMA Mix No. 4.**
9. Is a bid bond required? Is there a specific form to be used? **Yes. See attached SURETY BID BOND FORM**
10. In the bid proposal, there is a line item for a retaining wall (#503.04), but in the structural and Civil Drawings only calls out for Abutments and Wingwalls. Please confirm that there are no other Concrete Retaining walls other than the abutments and wingwalls? **Additional retaining walls have been removed from the project. Only abutments and wingwalls will be required.**

11. Is there a suitable plan if groundwater is found at the bridge abutment and wingwall footing subgrade? **If construction excavations occur during wet season and water is observed in the ditch, the contractor should anticipate encountering groundwater/seepage water in the excavation and dewatering will be required. The granular structural fill section below the footings may be replaced with clean gravel (3B Fine) enveloped in a geotextile filter fabric or lean concrete/CLSM with minimum compressive strength of 500 psi. For either option, the bottom of the footing excavation should be clean of soft material/disturbed material prior to placement of clean gravel or CLSM. The clean gravel should be thoroughly tamped to an unyielding condition.**

12. On Page 18, it shows 20-foot long approach slabs, however page 9 hatching appears to have an asphalt roadway, so this is broken down into 3 questions: 1. Is the intent to have asphalt up to the approach slab, or up to the abutment? **Intent is to have asphalt up to the approach slab.** 2. Or overlay the approach slab with asphalt? **No, see answer to part 1.** 3. Or no asphalt roadway, where the project limits are at the beginning/end of the approach slab? **No, intent is to pave from Sta. 0+55 to Sta 0+80 (approach slab) and from Sta. 1+70 (approach slab) to Sta. 3+17**

13. On the civil drawings the total limits of the wingwalls are approximately 117 LF ( 20 LF on the South Side & 97 LF on the North Side) while the structural drawings show an approximate total of 60 LF (North Side: 30 LF; South Side: 30 LF). Please confirm the limits and total LF of the wingwall that is to be installed, and whether we are to follow the limits of the Civil or Structural Drawings? **25' long wingwalls are to be provided at each of the 4 corners of the bridge.**

14. For the 8" waterline to be removed and replaced, please confirm the material of the new 8" waterline to be installed? **Material shall be 8" PVC to match existing.**

**15. For the 8" waterline to be replaced, can a location and mounting detail for the new waterline installation be provided? See Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026.**

16. Please provide clarification in pay items that use the description "wingwalls" and "retaining walls". Consider combining pay items 4/5 & 7/8. Does the project have other retaining walls, than the bridge's wingwalls? **Additional retaining walls have been deleted. Retaining wall pay items will be deleted.**

**17. Sheets 5-7, please include what site BMP's are expected of the Contractor to bid for this work. Currently, these sheets are not included in the package. Contractor to provide site specific BMPs that conform to the HDOT Site Specific BMP Field Manual and all other regulatory requirements.**

**18. Sheet 8, Grouted Rip Rap is only to scale, please give dimensions for Contractor to assume for bidding purposes.** [See Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026](#)

19. Specification Section 612 is not included in the special provisions, please further define the grouted rip rap section on sheet 8 (IE size of rock, or existing rock, and the specifications for grout to be used) [The standard HDOT specification is to be followed. No special provision was included as there are no changes to the standard specifications.](#)

20. Sheet S6.3, please confirm that GRP be installed after abutment is poured and before precast planks are set. Before step 8. [This is acceptable.](#)

21. Please note, we are bidding off a set of drawings that are not for construction, please clarify if stamped drawings will be updated as an addendum. [Stamped drawings will be provided prior to construction.](#)

22. Please provide as-builts of the existing bridge and waterline , including abutments and any foundations, for bidding/demolition purposes. Structural Notes S0.1 state no record drawings are available, so for bidding purposes please clarify what the contractor is to assume to be buried underground. Suggest a Force Account Bid Item to mitigate this Risk. [No as builts are available for the existing bridge. Force account item may be added for demolition of existing foundations below the GRP limits, if funding is available.](#)

**23. Sheet S2.2 shows 1.5 ft of GRP. Sheet 8 shows a different cross section, please confirm which drawing should be used to bid the project.** [See Sheet 8 in the Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026.](#)

**24. Sheet S5.2, please confirm and show height of keeper block and the dimensions marked X for the rebar.** [See Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026.](#)

**25. Sheet S4.1 shows the abutment footing to be 2' thick. Sheet S2.1 scales the bottom of footing to be 1'-6". Please confirm which detail is to be used for the abutment footing thickness.** [Abutment footing is 2' thick. See Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026.](#)

**26. Sheet S4.2, please show a cross section of the wingwall to show the exact heights and slope of the wingwall.** [Wall profiles added in Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026.](#)

27. Sheet S2.1. Please confirm there is no railing or guardrail, other than the barrier rail on the bridge [Confirmed. No railings or guardrails aside from the barrier rail on the bridge.](#)

**28. Approach slab detail on sheet S2.1 is different than S6.1. Please confirm which detail is to be used. See revised details in Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026. S6.1 will govern.**

29. Bid Item 5, 8, 16, Excavation, backfill, and concrete for retaining walls. Please confirm where this is at. Only Abutment and wingwalls are shown in the plans. **Additional retaining walls have been deleted, only abutment and wingwalls apply. Bid items for retaining walls will be deleted.**

30. Page 2 General Notes 1, Note 7 states working hours are only from 8:30am to 3pm Monday through Friday. Please confirm if longer hours and Saturdays can be worked. **Yes, work can take place from sun up to sun down (7:00am – 7:00pm), Monday - Saturday.**

31. Page 2 General Notes 1, Note 7 states that there will be a single lane of traffic and no lane closures, but sheet S6.3 shows the construction sequence to have the entire bridge demolished in step 1 **Road can be closed during construction as there are alternate access routes.**

**32. Please confirm any and all permits needed to excavate the GRP and perform work in the ditch, and any other permits that may be needed for the project. Owner's consultant will perform a jurisdictional determination for the USACE 404 Permit and an applicability determination for the Stream Channel Alteration Permit (SCAP). A force account item was added for the Contractor to apply for these permits if determinations come back that they apply. Other permits anticipated are an NPDES permit, NPDES dewatering permit (should the contractor need to perform dewatering), and Grading Permit. Owner's consultant will prepare and submit the application for the general NPDES permit. Dewatering and grading permits will be the responsibility of the Contractor.**

33. Please add a bid item for AC paving. **Bid item will be added.**

**34. Please include waterline details for new construction See Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026.**

35. Please clarify waterline shutdown limitations and durations waterline can be turned off. **Yes, water can be shutdown throughout the project, but will need to be coordinated with the farmers.**

36. Please confirm that the Notes are general and that many may not apply and the drawings will govern over the general notes. **General notes apply unless specific notes on the drawings are in conflict, in which case the specific notes on the drawings will take precedence for that specific case.**

37. Please clarify who is the owner of the waterline and what requirements will be needed to relocate the waterline. **Intent is to replace the waterline in kind. Details for replacement will be provided.**

38. Sheet S0.2, Structural Notes, Note L states minimum time before removal of forms is 21 days. Please clarify that forms can be removed sooner with strength and curing. **Removal of forms sooner than 21 days will be allowed if testing shows that concrete has attained the specified strength.**

39. Elastomeric Bearings, please clarify if durometer testing is required for this project **Durometer testing is not required.**

**40. Please delete Supporting Cost and Pricing Data. If it cannot be deleted, please change to have low bidder supply after bid day similar to DBE Paperwork, 5 business days. Bidders will need to provide the all supporting cost and pricing data no later than 5 business days. Failure to provide such documents shall be deem non-responsive and will be disqualified. However, it is recommended that Bidders provide the supporting cost and pricing data when they submit their bids.**

41. For bidding purposes, please provide details of existing bridge foundations or limits of existing bridge foundations removal. Recommend demo down to bottom of GRP layer for piers. Need more information for assumption for demo of abutments. **No as built details or information on the existing foundations is available. Force account item will be added for foundation demolition below the GRP limits.**

42. At the May 29 site walk, it was estimated that the top of bridge is elevation 13. Please confirm top elevation of the new bridge (plans show 25.5 at this time) **Existing bridge deck elevation is at approximately Elev. 24. Elevations will be added to the corners of the demolition plan for reference.**

43. Please confirm expected water elevation to assume for the project. This affects GRP and abutment excavation. **Channel is a controlled channel and water will not be discharged during construction unless there is a need due to high volume storm events.**

**44. With the 120 calendar day duration, suggest either extending to 8 months, or provide a preconstruction submittal phase to get all shop drawings submitted and approved (girder manufacturer states this is a tight construction schedule). Time of performance can be adjusted to accommodate delays.**

45. Please confirm weight of existing bridge and pick point (IE at pier locations). Also please confirm that contractor to remove bridge and to put a a flatbed truck provided by others. **Weight of the existing bridge is unknown. Demolition sections and pick points are Contractor's means and methods. Sections shall fit on a flatbed truck provided by others for hauling.**

46. During the site visit water was seen at 4.5' down from the bridge deck. The borings show water being down 17-20'. Please confirm what water elevation is to be used for excavation of the footing and structural fill zone of 16". If the 16" structural fill is wet, can a concrete ratslab be used instead of the structural fill zone. **Channel is a controlled channel and water will not be**

discharged during construction unless there is a need due to high volume rain events. If construction excavations occur during wet season and water is observed in the ditch, the contractor should anticipate encountering groundwater/seepage water in the excavation and dewatering will be required. The granular structural fill section below the footings may be replaced with clean gravel (3B Fine) enveloped in a geotextile filter fabric or lean concrete/CLSM with minimum compressive strength of 500 psi. For either option, the bottom of the footing excavation should be clean of soft material/disturbed material prior to placement of clean gravel or CLSM. The clean gravel should be thoroughly tamped to an unyielding condition.

47. Please confirm that water can be pumped from the footing base and out to the fields to the west. **Yes, water can be pumped from the footing base and out to the fields to the west. However, water is not expected to be an issue during construction as the channel is a controlled channel. Contractor may pump out water, however, the appropriate dewatering permit will need to be obtained by the contractor and all regulations followed for dewatering.**

48. Please confirm a road just mauka of the work will be built by others to access the west work. **Yes, roadway will be realigned and tied into Mana road by others.**

**49. Because debris was found on top of the existing bridge and flow is controlled by others, please confirm that any increased flows that stop construction will be considered a change. Yes.**

50. Please confirm an office trailer can be set on site out of the road and the South Building area can be used as a laydown yard. **The area at 7189-D Kaumualii Hwy., Kekaha, HI 96752 may be used as a laydown yard and an office trailer may be setup there.**

51. Bid Item 2 is for Roadway Excavation. Please confirm existing grade vs. new grade to base our bids off on for Roadway Excavation Quantities. **Cut and fill quantities for Roadway pavement and Grouted Riprap installation will be provided.**

**52. Can material that is excavated out for the roadway and abutments be left on site on either side of the bridge. If so, please let us know the location, for bidding purposes. Yes, excess materials may be left onsite in berm along ditch.**

53. Please clarify the amount of Channel excavation is to be assumed for bidding purposes for Bid Item 9 (Ditch and Channel Excavation). **Cut and fill quantities for Roadway pavement and Grouted Riprap installation will be provided.**

54. Please clarify if the approach slab is set to grade, or if the paving will go over the approach slab. This is to calculate how deep the excavation needs to be for the approach slab. Sheet 25 and 17 show it at grade, and Sheet 9 and 10 show the AC paved up to the bridge. **Approach slab is set to grade with AC paved up to the approach slab.**

**55. Sheet 23, please clarify the gap between the backwall and the box beams and the material to be used for the expansion joint.** [See Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026.](#)

56. Sheet 22, please clarify if the Wingwalls have barrier rail on them, per detail B, or only if the bridge has barrier rail. [Only the bridge will have a barrier rail.](#)

57. Can a profile and finish grade of the GRP under the bridge be provided? [Profile and start/finish elevations will be provided for the GRP.](#)

**58. What is the clearance between the finish elevation of the GRP to the bridge soffit at the middle of the stream bed?** [Minimum will be approximately 6'.](#)

**59. Please identify the plan sheet and detail where the abutment height is dimensioned.** [Top of concrete at the bearing seat is Elev. 23.19.](#)

60. Please identify where the varying wingwall heights are specified. [Wingwall profiles will be provided. See Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026.](#)

**61. Please provide (or identify the location of) the footing dimensions — length and width — for both the wingwalls and the abutments.** [Widths are provided on Sheets 22 and 23, Abutment footing lengths are provided on sheet 16 of the Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026. See Sheet ADD. 10S-1 Wall Profiles for lengths of the Wingwall footings.](#)

**62. The number of thickened edges at the approach slab appears inconsistent between drawings: one view shows a single thickened edge while another shows two. Please confirm the correct configuration and identify the governing detail.** [See S6.1 for details of the approach slab.](#)

**63. Please provide the parapet length.** [See Addendum 2 REV Kekaha Bridge 108 Replacement Plans 6062026.](#)

64. Are there any As-Builts of the existing Bridge? [No as builts are available for the existing bridge.](#)

65. Are there any existing center piers that are supporting the metal bridge? [There are no “piers” however, there are supports within the channel for the existing bridge.](#)



66. If there are existing center piers, could you please provide the dimensions of the existing piers? **No as built information is available for the existing bridge.**

67. Currently, the structural drawings show 16" of structural fill at the bottom of the bridge footing. Based on the existing condition of the site, the water table is expected to be at the bottom of the footing, which would not be feasible for structural fill, as it would require proper moisture content and compaction before pouring the concrete footing. Can the contractor substitute 3B fine and Nonwoven Geotextile Fabric in lieu of structural fill? **Channel is a controlled channel and water will not be discharged during construction unless there is a need due to high volume rain events. If construction excavations occur during wet season and water is observed in the ditch, the contractor should anticipate encountering groundwater/seepage water in the excavation and dewatering will be required. The granular structural fill section below the footings may be replaced with clean gravel (3B Fine) enveloped in a geotextile filter fabric or lean concrete/CLSM with minimum compressive strength of 500 psi. For either option, the bottom of the footing excavation should be clean of soft material/disturbed material prior to**

placement of clean gravel or CLSM. The clean gravel should be thoroughly tamped to an unyielding condition.

END OF ADDENDUM NO. 2