

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HARBORS**

**ADDENDUM NO. 1
FOR
HONOLULU HARBOR, PIERS 51-53, FENDER REPAIRS
OAHU, HAWAII
JOB S10954**

June 8, 2026

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

A. PLANS

1. Delete **PLANS SHEET NO. S-1 STRUCTURAL NOTES** and replace it with attached **PLANS SHEET NO. ADD. 1 S-1 STRUCTURAL NOTES** dated 6/8/26.
2. Delete **PLANS SHEET NO. S-6 PARTIAL PIER 52 AND 53 PLANS** and replace it with attached **PLANS SHEET NO. ADD. 1 S-6 PARTIAL PIER 52 AND 53 PLANS** dated 6/8/26.
3. Delete **PLANS SHEET NO. S-7 PARTIAL PIER 53 PLAN** and replace it with attached **PLANS SHEET NO. ADD. 1 S-7 PARTIAL PIER 53 PLAN** dated 6/8/26.
4. Delete **PLANS SHEET NO. S-8 PARTIAL PIER 53 PLAN** and replace it with attached **PLANS SHEET NO. ADD. 1 S-8 PARTIAL PIER 53 PLAN** dated 6/8/26.
5. Delete **PLANS SHEET NO. S-12 FENDER REPAIR DETAILS** and replace it with attached **PLANS SHEET NO. ADD. 1 S-12 FENDER REPAIR DETAILS** dated 6/8/26.
6. Delete **PLANS SHEET NO. S-13 FENDER REPAIR DETAILS** and replace it with attached **PLANS SHEET NO. ADD. 1 S-13 FENDER REPAIR DETAILS** dated 6/8/26.

The following is provided for information.

B. PRE-BID MEETING MINUTES

1. The attached **PRE-BID MEETING MINUTES** are provided for information.

HONOLULU HARBOR, PIERS 51-53
FENDER REPAIRS,
OAHU, HAWAII, JOB S10954

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JUNE 8, 2026
PAGE 1 OF 2

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

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

Please acknowledge receipt of this **ADDENDUM NO. 1** by recording the date of its receipt in the space provided on **PAGE P-4** of the Proposal.



NIKO G. SALVADOR
Harbors Engineering Program Manager

STRUCTURAL NOTES:

GENERAL:

- WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE HAWAII STATE BUILDING CODE (AMENDED IBC, 2018 EDITION) AND THE HAWAII STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, 2005, FOR THE STATE OF HAWAII, UNLESS OTHERWISE INDICATED. HOWEVER, SHOULD THERE BE CONFLICTS, OR WHERE REFERENCE IS MADE TO PERFORMANCE CONFORMING TO OTHER STANDARDS THE MORE STRINGENT SHALL APPLY.
- THE CONTRACTOR SHALL COMPARE PLANS, SPECIFICATIONS AND ALL OTHER CONTRACT DOCUMENTS WITH EACH OTHER AND REPORT IN WRITING TO THE HARBORS CONSTRUCTION ENGINEER ALL INCONSISTENCIES AND OMISSIONS.
- THE CONTRACTOR SHALL TAKE FIELD MEASUREMENTS AND VERIFY FIELD CONDITIONS AND SHALL COMPARE SUCH FIELD MEASUREMENTS AND CONDITIONS WITH THE DRAWINGS BEFORE COMMENCING WORK. REPORT IN WRITING TO THE HARBORS CONSTRUCTION ENGINEER ALL INCONSISTENCIES AND OMISSIONS.
- CONTRACTOR SHALL RESOLVE ANY DISCREPANCIES AND QUESTIONS PRIOR TO THE START OF WORK. NO EXTRA PAYMENT SHALL BE ALLOWED ON ACCOUNT OF WORK MADE NECESSARY BY CONTRACTORS FAILURE TO VISIT THE SITE AND/OR FAILURE TO RESOLVE DISCREPANCIES AND QUESTIONS.
- THE CONTRACTOR SHALL PROTECT ALL UTILITIES AND STRUCTURES IN AND ADJACENT TO THE PROJECT SITE. ANY DAMAGE SHALL BE REPAIRED TO THE SATISFACTION OF THE HARBORS CONSTRUCTION ENGINEER AND PAID FOR BY THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES.
- THE CONTRACTOR SHALL COORDINATE HIS/HER WORK WITH OTHER CONTRACTORS WITHIN THE PROJECT AREA. THE CONTRACTOR SHALL ALSO COORDINATE WITH THE HARBORS OAHU DISTRICT MANAGER AND CONSTRUCTION ENGINEER FOR AN APPROVED STAGING AND STORAGE AREA AND FOR RESTRICTIONS OF HARBORS OPERATIONS OVER REPAIR AREAS.
- THE CONTRACTOR SHALL REMOVE ALL DEBRIS RESULTING FROM HIS/HER WORK AS REQUIRED FOR PUBLIC HEALTH AND SAFETY AND TO THE SATISFACTION OF THE HARBORS CONSTRUCTION ENGINEER. SHOULD THE STATE PERFORM ANY OF THE ABOVE WORK DUE TO NON-PERFORMANCE BY THE CONTRACTOR, THE CONTRACTOR AGREES TO REIMBURSE THE STATE FOR ALL COSTS INCURRED.
- HARBOR OPERATIONS TAKE PRECEDENCE OVER CONSTRUCTION ACTIVITY. THE CONTRACTOR MUST WORK AROUND HARBOR OPERATIONS SO THAT THE PIER WILL REMAIN OPERATIONAL. WEEKEND WORK MAY BE REQUIRED AND SHALL BE COORDINATED WITH THE HARBORS CONSTRUCTION ENGINEER AND TENANTS IN ADVANCE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR METHODS OF CONSTRUCTION, WORKMANSHIP AND JOB SAFETY. THE CONTRACTOR SHALL PROVIDE TEMPORARY SHORING AND BRACING AS REQUIRED FOR STABILITY OF STRUCTURAL MEMBERS AND SYSTEMS.
- ALL WORK SPECIFIED IN THE CONTRACT BUT NOT LISTED SEPARATELY SHALL BE CONSIDERED INCIDENTAL AND WILL NOT BE PAID FOR SEPARATELY.
- NOTES AND DETAILS ON THE PLANS SHALL TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS. SHOULD THERE BE CONFLICTS BETWEEN THE REQUIREMENTS OF THE PLANS OR SPECIFICATIONS, THE MORE STRINGENT SHALL APPLY.
- THE CONTRACTOR SHALL COMPLY WITH THE CLEAN WATER ACT AND THE STATE HARBORS STORMWATER MANAGEMENT PROGRAM. NO POLLUTANTS ARE ALLOWED TO BE DISCHARGED DIRECTLY OR INDIRECTLY INTO ADJACENT HARBOR WATER, THROUGH THE HARBORS SMALL MS4 OR OTHER POTENTIAL PATHWAYS.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR REGULATORY FINES OR PENALTIES THAT MAY BE IMPOSED BY ENVIRONMENTAL REGULATORY AGENCIES (USEPA AND/OR STATE DOH) IN THE EVENT OF VIOLATIONS.
- THE CONTRACTOR SHALL SUBMIT A SITE-SPECIFIC BEST MANAGEMENT PRACTICES (BMP) PLAN TO THE HARBORS ENGINEERING BRANCH FOR REVIEW AND ACCEPTANCE PRIOR TO THE START OF ANY CONSTRUCTION WORK. THIS BMP PLAN SHALL COMPLY WITH THE TEMPORARY WATER POLLUTION, DUST, AND EROSION CONTROL ARTICLE IN THE SPECIFICATIONS AND PROPOSAL.
- IN CASE OF SPILL, LEAK OR OTHER RELEASE CONTAINING A HAZARDOUS SUBSTANCE OR OIL, THE CONTRACTOR SHALL NOTIFY APPROPRIATE FACILITY PERSONNEL, EMERGENCY RESPONSE AGENCIES, AND REGULATORY AGENCIES FOLLOWING NOTIFICATION PROCEDURES, AND SHALL NOTIFY THE HARBORS CONSTRUCTION ENGINEER AND ENVIRONMENTAL HOTLINE (808-587-1962) IMMEDIATELY (I.E., WITHIN 24 HOURS). SUCH CONTACT INFORMATION MUST BE IN LOCATIONS THAT ARE READILY ACCESSIBLE AND AVAILABLE.
- TIDAL DATA MAY NOT REPRESENT CONDITIONS THAT OCCUR DURING CONSTRUCTION AND ACTUAL WATER LEVELS WILL VARY FROM LEVELS INDICATED. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN ESTIMATES OF WATER LEVELS WHICH MAY OCCUR DURING CONSTRUCTION. VARIATION FROM TIDAL LEVELS INDICATED OR CONTRACTOR'S ESTIMATION OF TIDAL LEVELS WILL NOT BE CONSIDERED AS A CLAIM FOR ADDITIONAL COMPENSATION OR DELAY OF WORK.

CONCRETE:

- CONCRETE CONSTRUCTION SHALL CONFORM TO AMERICAN CONCRETE INSTITUTE ACI 318R-14 AND ACI 546R-14.
- FORMED CONCRETE SHALL HAVE A 28-DAY COMPRESSIVE STRENGTH OF $f'_c=5,000$ PSI WITH FLY ASH AND CORTEC MCI 2005 NS MIGRATING CORROSION INHIBITING ADMIXTURE, OR APPROVED EQUAL.
- MAXIMUM AGGREGATE SIZE SHALL BE $\frac{3}{4}$ INCHES AND SHALL BE COORDINATED WITH CONCRETE PREPARATION PROCEDURES FOR SPALL REPAIRS.
- CONCRETE DELIVERY TICKETS SHALL RECORD ALL FREE WATER IN THE MIX: AT BATCHING BY PLANT, FOR CONSISTENCY BY DRIVER, AND ANY ADDITIONAL REQUEST BY THE CONTRACTOR IF PERMITTED BY THE MIX DESIGN.
- MAXIMUM WATER TO CEMENTITIOUS MATERIALS RATIO SHALL BE 0.40.
- PATCHING COMPOUND FOR FORM AND POUR SPALL REPAIRS SHALL BE SIKACRETE 211 SCC PLUS BY SIKA, OR APPROVED EQUAL.
- PATCHING COMPOUND FOR REPAIRING VERTICAL AND SOFFIT SPALLS IN LIFTS SHALL BE SIKAQUICK VOH WITH LATEX R BY SIKA, OR APPROVED EQUAL.
- REINFORCING BARS, ANCHOR BOLTS, INSERTS, AND OTHER ITEMS TO BE CAST IN THE CONCRETE SHALL BE SECURED IN POSITION PRIOR TO PLACEMENT OF CONCRETE.

REINFORCING STEEL:

1. REINFORCING STEEL SHALL BE DEFORMED BARS CONFORMING TO ASTM A706, GRADE 60.

2. CLEAR CONCRETE COVER FOR REINFORCING BARS SHALL BE 3 INCHES MINIMUM, UNLESS OTHERWISE NOTED.

3. BAR BENDS AND HOOKS SHALL BE STANDARD HOOKS IN ACCORDANCE WITH ACI 318.

4. REINFORCING STEEL SHALL BE SPLICED AS INDICATED ON PLANS.

5. ANTI-CORROSION COATING WITH A MINIMUM 7 DAY OPEN TIME FOR REINFORCING STEEL SHALL BE ARMATEC 110 EPOCEM BY SIKA OR APPROVED EQUAL.

6. EPOXY FOR GROUTING OF DOWELS SHALL BE SET-3G BY SIMPSON STRONG-TIE COMPANY INC., OR APPROVED EQUAL.

7. TIE WIRE SHALL BE PLASTIC-COATED, STAINLESS STEEL, OR MADE OF DIELECTRIC OR OTHER ACCEPTABLE MATERIAL. ALL LOOSE REINFORCING STEEL SHALL BE SECURED WITH TIES AT ALL INTERSECTIONS WITH ADJACENT REINFORCING STEEL.

PREPARATION OF SUBSTRATE AND REINFORCING STEEL FOR SPALL REPAIRS:

- SURFACE PREPARATION FOR SPALL REPAIRS SHALL FOLLOW THE INTERNATIONAL CONCRETE REPAIR INSTITUTE (ICRI) GUIDELINE NO. 310.1R-2008.
- BOTH SPALLS AND DELAMINATIONS ARE REFERRED TO ON THE DRAWINGS AS "SPALLS", AS THE REPAIR PROCEDURES ARE THE SAME FOR BOTH CONDITIONS.
- THE CONTRACTOR SHALL SOUND ALL CONCRETE SURFACES TO IDENTIFY SPALLS AND DELAMINATIONS.
- ANY ELEMENT BEING REPAIRED SHALL NOT BE SUBJECTED TO LIVE LOADS DURING THE PERIOD STARTING FROM THE REMOVAL OF EXISTING CONCRETE UNTIL THE REPAIR CONCRETE HAS OBTAINED A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI.
- PREPARATION OF SUBSTRATE AND REINFORCING STEEL FOR SPALL REPAIRS SHALL BE PERFORMED IN THE ORDER LISTED BELOW.
- THE SPALLED AND DELAMINATED CONCRETE SHALL BE COMPLETELY REMOVED TO SOUND SUBSTRATE AND BEYOND THE EXTENT OF THE CORRODED REINFORCING. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO AVOID DAMAGING THE UNDERLYING SOUND CONCRETE.
- THE SPALLED AND DELAMINATED EDGES SHALL BE SQUARED BY SAW-CUTTING AND CHIPPING THE CONCRETE AT THE PERIMETER BEYOND THE REMOVAL AREA AS NECESSARY TO ATTAIN A MINIMUM DEPTH OF $\frac{3}{4}$ INCH AND TO PREVENT FEATHER EDGE CONDITIONS. EXERCISE GREAT CARE TO AVOID CUTTING OR DAMAGING ANY EXISTING EMBEDDED STEEL REINFORCING. ANGLES BETWEEN ADJACENT SAW-CUTS AROUND THE PERIMETER SHALL NOT BE LESS THAN 90 DEGREES AND THE SHAPE OF EACH PATCH SHALL NOT BE IRREGULAR.
- FOR ANY EXPOSED REINFORCEMENT WITHIN THE REPAIR AREA, ADDITIONAL CONCRETE SHALL BE REMOVED FOR A MINIMUM $\frac{3}{4}$ INCH CLEAR SPACE MEASURED RADIALLY AROUND THE BARS.
- EXISTING CONCRETE SURFACES WITHIN THE REPAIR AREAS SHALL BE ROUGHENED TO ENSURE PROPER ADHESION WITH REPAIR CONCRETE.
- ALL EXPOSED CONCRETE SURFACES IN THE REPAIR AREA SHALL BE NEEDLE GUNNED TO REMOVE ALL SCALE, LOOSE RUST, DEBRIS AND DETERIORATED CONCRETE. AVOID DAMAGING EXISTING EPOXY COATED STEEL.
- ANY EXISTING REINFORCEMENT WITH DAMAGED EPOXY COATING SHALL BE CALLED TO THE ATTENTION OF THE HARBORS CONSTRUCTION ENGINEER.
- THE PATCH AREA SHALL BE CLEANED OF ALL DUST AND DEBRIS JUST PRIOR TO PATCHING WITH HIGH PRESSURE, OIL-FREE COMPRESSED AIR WITH APPROPRIATE PPE'S AND CONTAINMENT.

APPLICATION OF SPALL REPAIR MATERIALS:

- ALL DAMAGED EPOXY COATING ON EXISTING REINFORCING STEEL SHALL BE REPAIRED.
- ALL EXPOSED STEEL IN THE REPAIR AREA SHALL BE LIBERALLY COATED WITH ANTI-CORROSION COATING PER MANUFACTURER'S RECOMMENDATIONS.
- PRIOR TO PLACEMENT OF REPAIR CONCRETE, ALL CONCRETE REPAIR SURFACES SHALL BE WASHED WITH CLEAN WATER AND THE EXPOSED CONCRETE SURFACE SHALL BE SATURATED WITH NO WATER ACCUMULATION ON THE SURFACE.
- ALL VERTICAL AND OVERHEAD REPAIRS GREATER THAN 4 SQUARE FEET SHALL BE FORMED.
- THE CONTRACTOR SHALL NOT SECURE FORMS BY RAMSETTING. ALL HOLES AND SPALLS CAUSED BY TEMPORARY ATTACHMENTS SHALL BE PATCHED. ALL INSERTS SHALL BE REMOVED OR SHALL BE STAINLESS STEEL WITH MINIMUM $\frac{3}{4}$ INCH COVER AFTER FORM REMOVAL.
- PATCHING COMPOUND MAY BE USED INSTEAD OF FORMED CONCRETE FOR VERTICAL AND OVERHEAD REPAIRS LESS THAN OR EQUAL TO 4 SQUARE FEET IN AREA. A SLURRY COAT OF THE COMPOUND SHALL BE USED TO PRIME THE SUBSTRATE AND THE MATERIAL SHALL BE APPLIED IN LIFTS PER MANUFACTURER'S RECOMMENDATIONS.
- SNAP TIES AND OTHER NON-REMOVABLE INSERTS SHALL BE PLASTIC OR STAINLESS STEEL.
- WITH THE EXCEPTION OF THE TOP SURFACE AND FRONT FACE OF THE OUTBOARD FASCIA BEAM, ALL FORMED CONCRETE REPAIRS SHALL BE BUILT UP TO OR BEYOND THE ORIGINAL SURFACE AND SHALL MAINTAIN A 3 INCH MINIMUM CLEAR COVER FOR REINFORCING.
- CONCRETE REPAIRS AT THE TOP SURFACE AND FRONT FACE OF THE OUTBOARD FASCIA BEAM SHALL BE BUILT UP TO THE ORIGINAL CONCRETE SURFACE.
- CONCRETE REPAIRS SHALL MATCH AND MAINTAIN EXISTING CHAMFER EDGES AND EXPANSION JOINTS. CONTRACTOR SHALL INSTALL JOINT FILLER TO MAINTAIN JOINTS.
- REPAIR CONCRETE SHALL BE VIBRATED, RODDED OR TAMPED DURING PLACEMENT TO CONSOLIDATE THE POUR AND FILL ALL CORNERS OF THE PATCH OR FORM AND BENEATH THE REINFORCING.
- THERE SHALL BE NO COLD JOINTS IN THE FIELD OF THE REPAIR.
- THE REPAIRED SURFACE FINISH SHALL MATCH THE ORIGINAL SURFACE FINISH.
- VOID SPACES BEYOND THE EDGE OF THE FORM SHALL BE DRY PACKED IN LIFTS WITH PATCHING COMPOUND.
- FORMWORK FOR CONCRETE REPAIRS SHALL NOT BE REMOVED FOR A MINIMUM OF 24 HOURS AND UNTIL CONCRETE HAS OBTAINED A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI.
- CONCRETE REPAIRS SHALL BE CURED BY COVERING THE SURFACE WITH A CURING COMPOUND APPROVED BY THE HARBORS CONSTRUCTION ENGINEER.

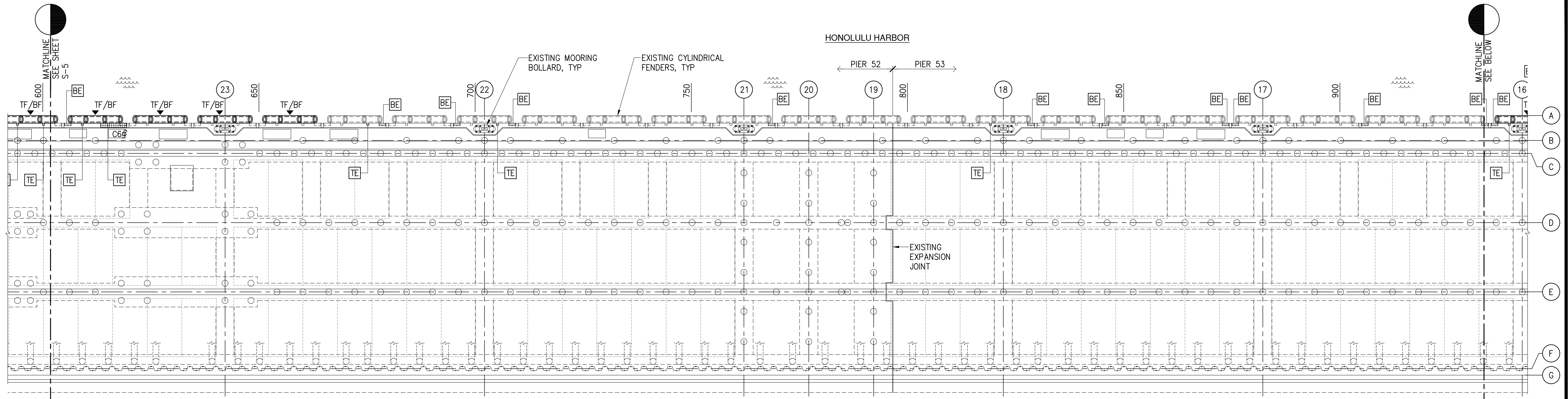
FENDER REPAIRS:

- CYLINDRICAL FENDERS SHALL BE HIGH PERFORMANCE SUPER ABRASION RESISTANT FENDERS (HPSAR) FURNISHED BY TRELLEBORG MARINE SYSTEMS NORTH AMERICA, INC., OR APPROVED EQUAL.
- THE CONTRACTOR SHALL FIELD VERIFY THE FENDER REPAIR QUANTITIES AND CONSULT WITH THE HARBORS CONSTRUCTION ENGINEER PRIOR TO ORDERING FENDERS. THE HARBORS OAHU DISTRICT MAINTENANCE MAY REQUEST ADDITIONAL FENDERS TO BE STOCKPILED FOR FUTURE REPAIRS.
- FENDER CHAINS AND ALL HARDWARE SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION PER ASTM A123, UNLESS OTHERWISE NOTED.
- COTTER PINS SHALL BE TYPE 316 STAINLESS STEEL.

STRUCTURAL STEEL:

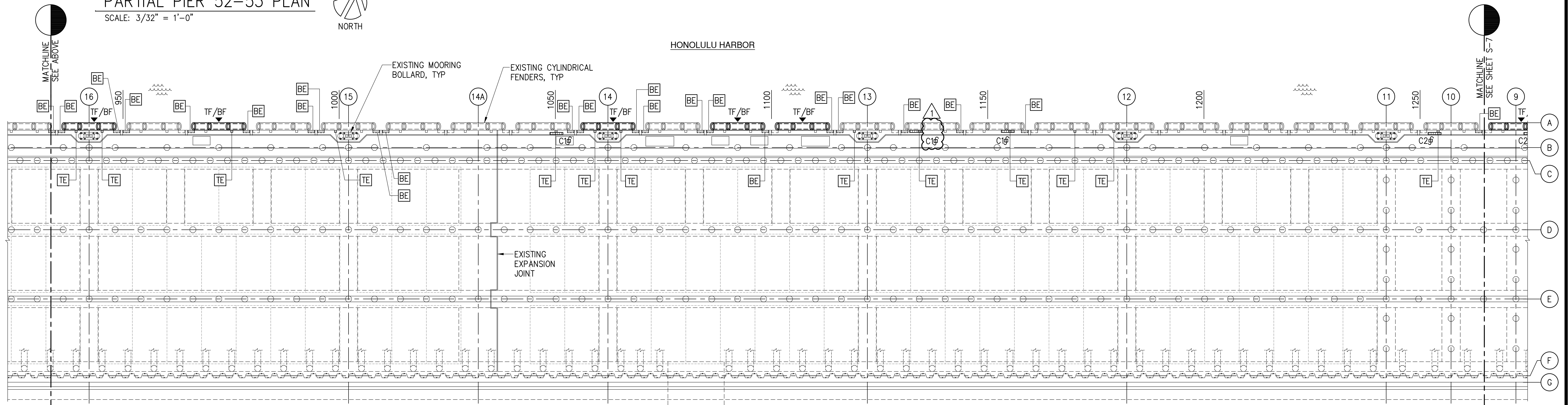
- PADEYES AND EYE BOLT ASSEMBLIES SHALL BE FABRICATED AS SHOWN FROM STRUCTURAL STEEL CONFORMING TO ASTM A36, UNLESS OTHERWISE NOTED.
- PADEYES AND EYE BOLT ASSEMBLIES, AND ALL HARDWARE SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION PER ASTM A123, UNLESS OTHERWISE NOTED.
- WELDLESS RING SHALL HAVE A STOCK DIAMETER OF 1-1/4 INCHES AND AN INSIDE DIAMETER OF 5 INCHES AND SHALL BE FORGED WITH AN ULTIMATE STRENGTH OF 85,000 LBS.
- WELDS AND WELDING PROCEDURES SHALL CONFORM TO THE STRUCTURAL WELDING CODE AWS D1.1 OF THE AMERICAN WELDING SOCIETY.
- WELDING ELECTRODES SHALL BE E70XX.
- GALVANIZING REPAIR PAINT SHALL BE ZRC COLD GALVANIZING COMPOUND AS MANUFACTURED BY ZRC WORLDWIDE OR APPROVED EQUAL. INSTALL PER MANUFACTURER'S PRINTED INSTALLATION INSTRUCTIONS.

GRANT J. OKUNIGA LICENSED PROFESSIONAL ENGINEER No. 13001-S HAWAII U.S.A. THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION EXP. 4-30-28 <i>Grant J. Okuniga</i> MKE ASSOCIATES LLC	△ 6/8/26 ADDENDUM #1		MKE		
	REVISION	DATE	DESCRIPTION	BY	APPROVED
	STATE OF HAWAII				
	DEPARTMENT OF TRANSPORTATION				
	HARBORS				
	JOB TITLE				
	HONOLULU HARBOR, PIERS 51-53,				
	FENDER REPAIRS, OAHU, HAWAII				
	SHEET TITLE				
	STRUCTURAL NOTES				
DESIGNED BY: AN		JOB NUMBER		SHEET	
DRAWN BY: DL					
CHECKED BY: GO					
DATE: 05/2026					
SCALE: AS SHOWN		S10954		3 of 18 SHTS.	



PARTIAL PIER 52-53 PLAN

SCALE: 3/32" = 1'-0"

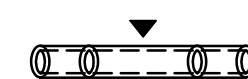


PARTIAL PIER 53 PLAN

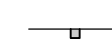
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SPALL REPAIR LEGEND:



DAMAGED OR MISSING TOP (TF) AND/OR BOTTOM (BF) CYLINDRICAL FENDER, SEE SHEET S-12



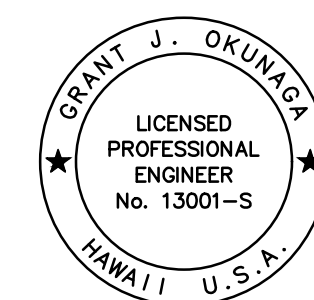
TOP EYE BOLT (TE) DAMAGED, SEVERELY CORRODED, OR MISSING, SEE DETAIL 2/S-13



BOTTOM EYE BOLT (BE) DAMAGED, SEVERELY CORRODED, OR MISSING, SEE DETAIL 3/S-13

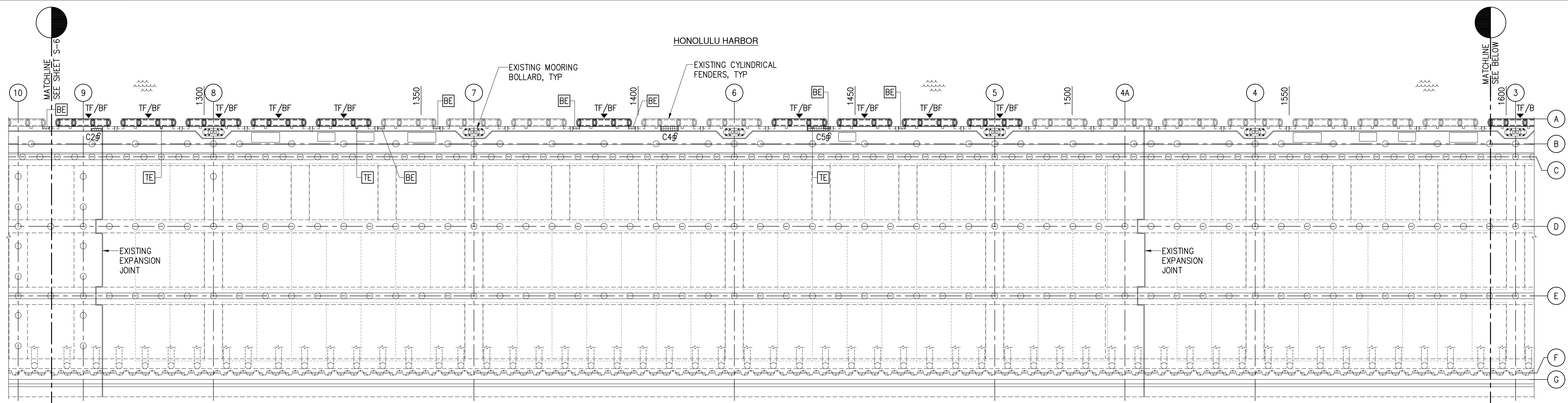


CURB SPALL REPAIR (C) OR VERTICAL SPALL REPAIR (V), SEE DETAILS 1/S-14 AND 2/S-14



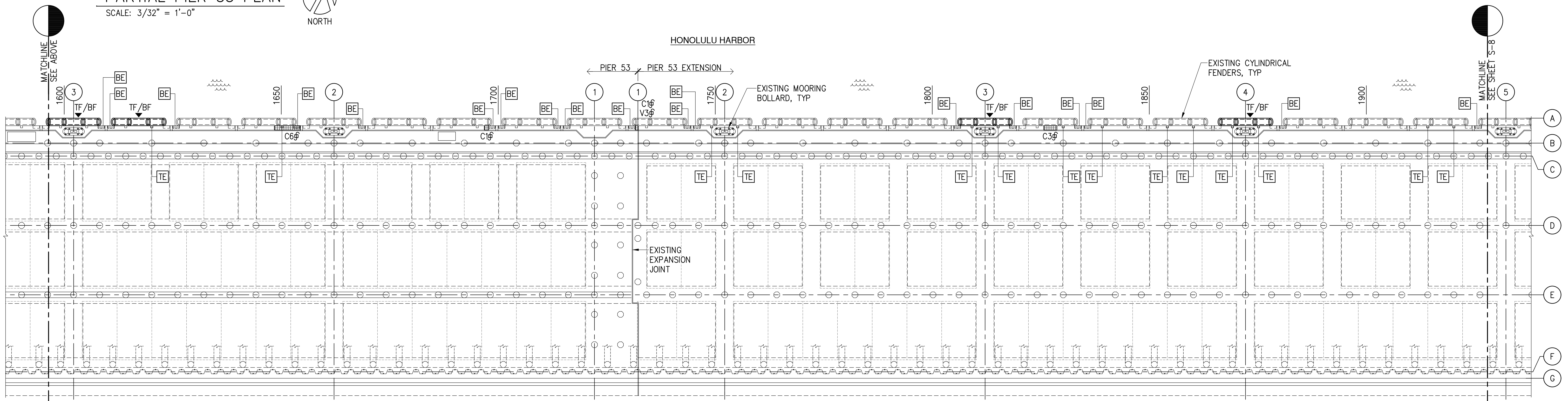
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OR UNDER MY SUPERVISION
EXP. 4-30-28
MKE ASSOCIATES LLC

REVISION	DATE	DESCRIPTION	BY	APPROVED
	6/8/26	ADDENDUM #1	MKE	
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HARBORS				
JOB TITLE HONOLULU HARBOR, PIERS 51-53, FENDER REPAIRS, OAHU, HAWAII				
SHEET TITLE PARTIAL PIER 52 AND 53 PLANS				
DESIGNED BY: AN	JOB NUMBER S10954		SHEET S-6	
DRAWN BY: DL				
CHECKED BY: GO				
DATE: 05/2026				
SCALE: AS SHOWN			8 of 18 SHTS.	



PARTIAL PIER 53 PLAN

SCALE: 3/32" = 1'-0"



PARTIAL PIER 53 PLAN

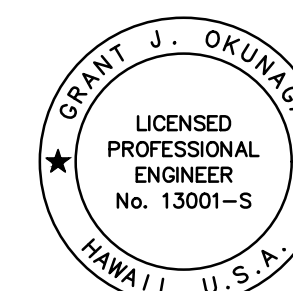
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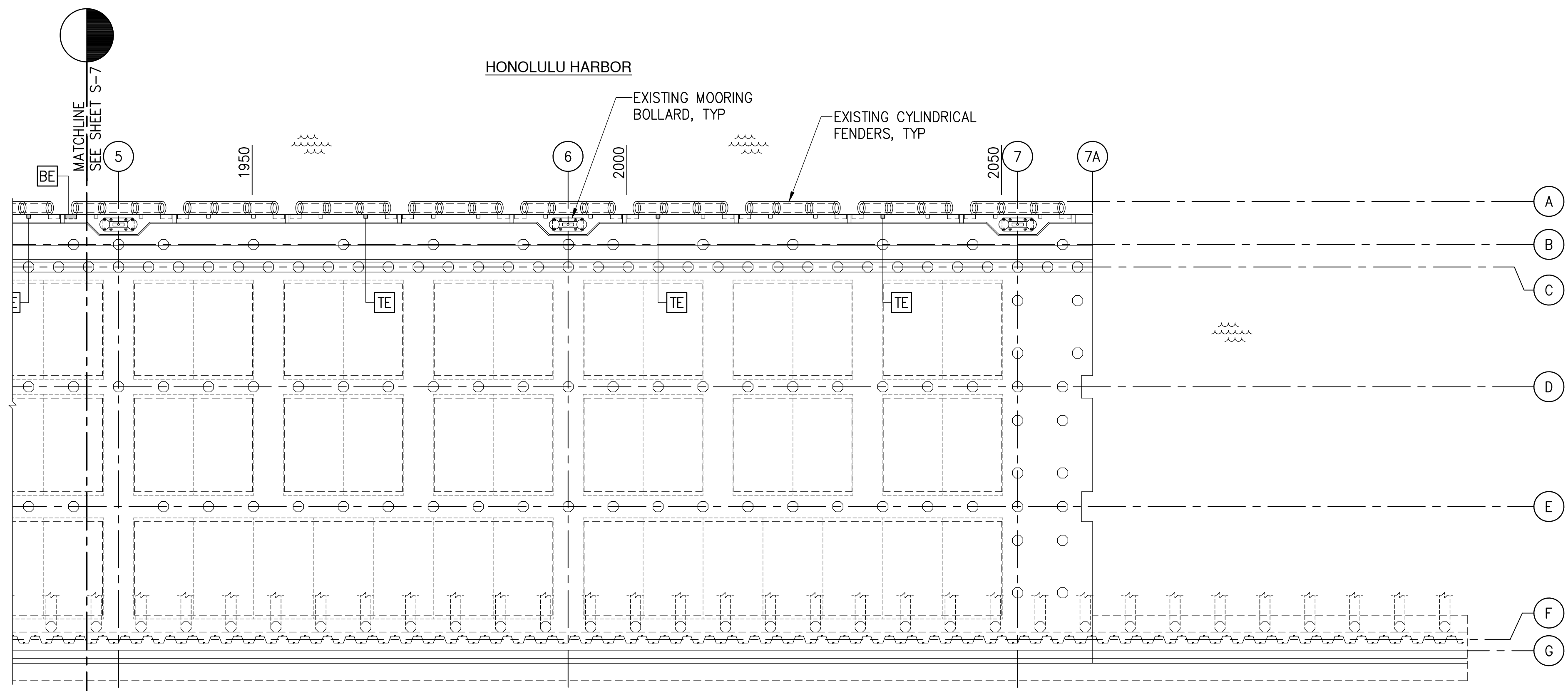
- DAMAGED OR MISSING TOP (TF) AND/OR BOTTOM (BF) CYLINDRICAL FENDER, SEE SHEET S-12
- TOP EYE BOLT (TE) DAMAGED, SEVERELY CORRODED, OR MISSING, SEE DETAIL 2/S-13
- BOTTOM EYE BOLT (BE) DAMAGED, SEVERELY CORRODED, OR MISSING, SEE DETAIL 3/S-13
- CURB SPALL REPAIR (C) OR VERTICAL SPALL REPAIR (V), SEE DETAILS 1/S-14 AND 2/S-14

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EXP. 4-30-28
MKE ASSOCIATES LLC

REVISION	DATE	DESCRIPTION	BY	APPROVED
	6/8/26	ADDENDUM #1	MKE	
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HARBORS				
JOB TITLE HONOLULU HARBOR, PIERS 51-53, FENDER REPAIRS, OAHU, HAWAII				
SHEET TITLE PARTIAL PIER 53 PLAN				
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PARTIAL PIER 53 PLAN

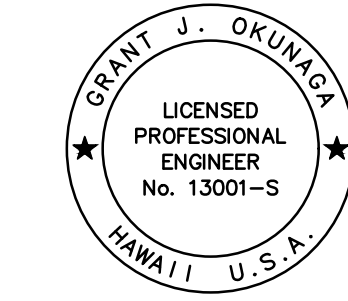
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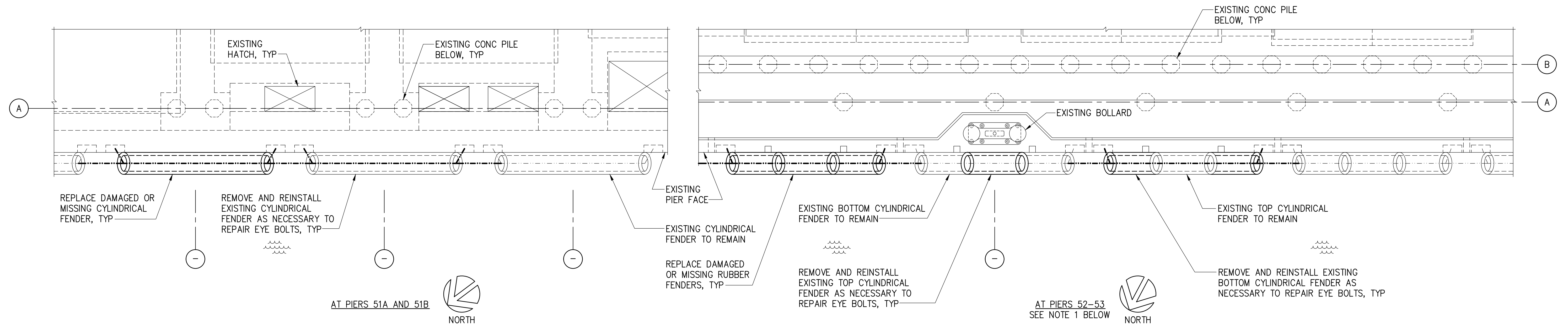
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- CURB SPALL REPAIR (C) OR VERTICAL SPALL REPAIR (V), SEE DETAILS 1/S-14 AND 2/S-14

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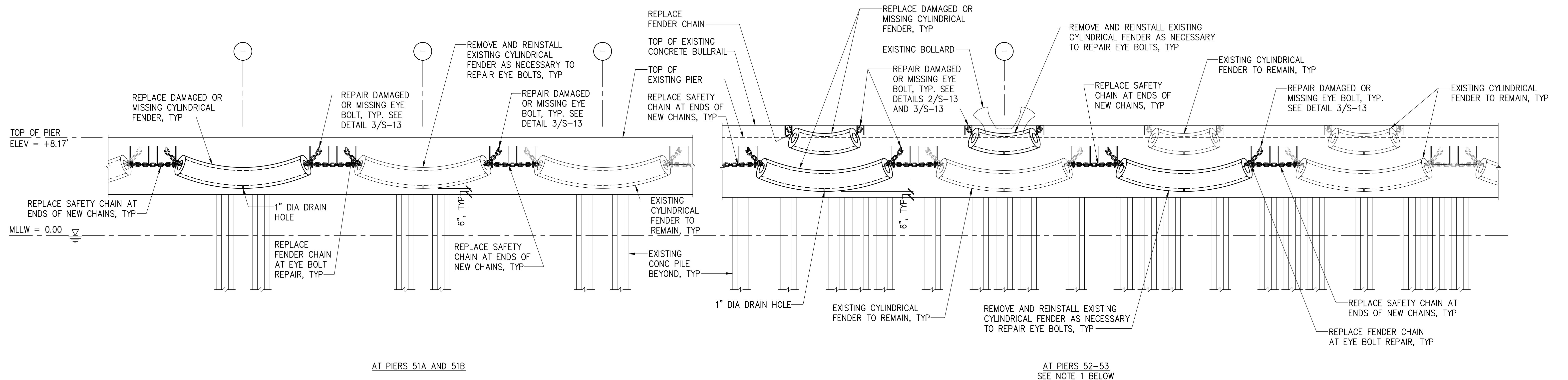


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EXP. 4-30-28
Grant J. Okunaga
MKE ASSOCIATES LLC

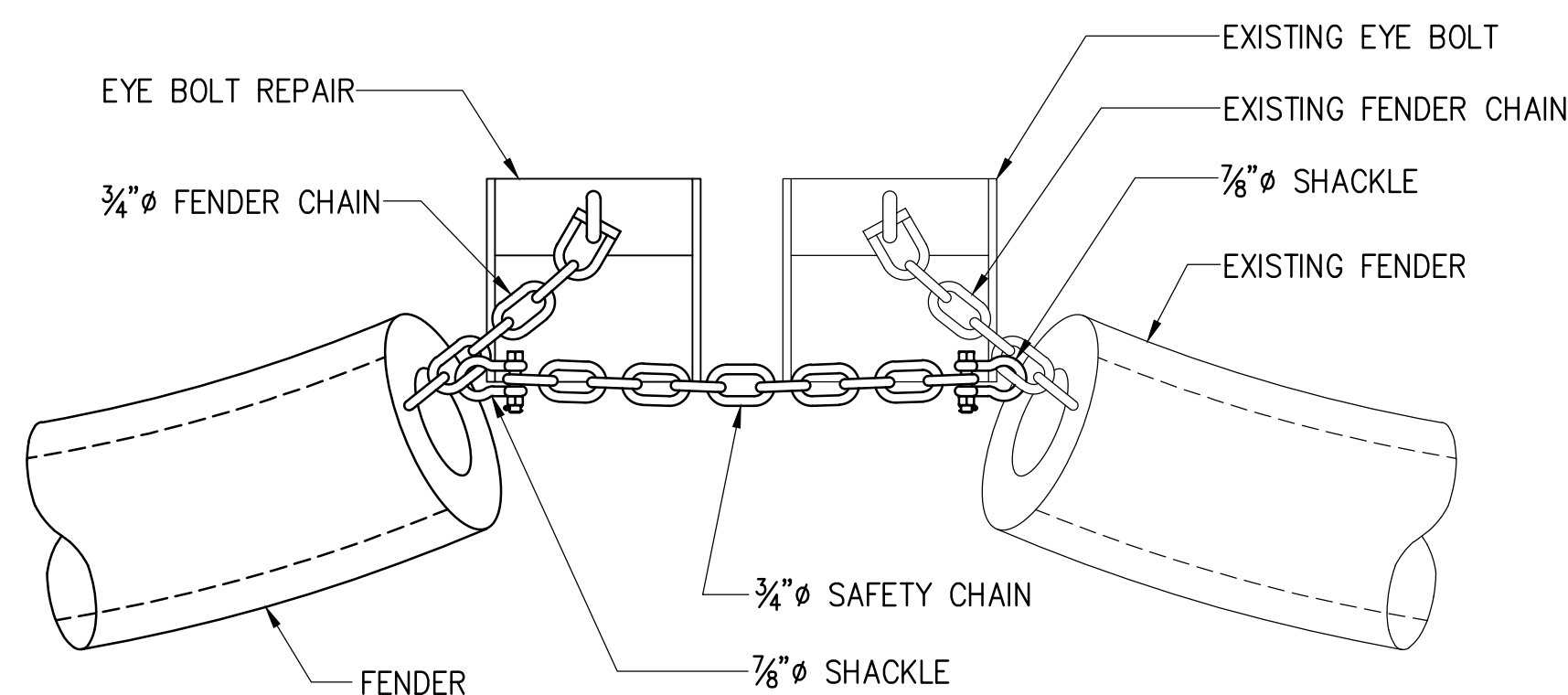
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STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HARBORS				
JOB TITLE HONOLULU HARBOR, PIERS 51-53, FENDER REPAIRS, OAHU, HAWAII				
SHEET TITLE PARTIAL PIER 53 PLAN				
DESIGNED BY: AN	JOB NUMBER S10954			SHEET S-8
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PLAN



ELEVATION

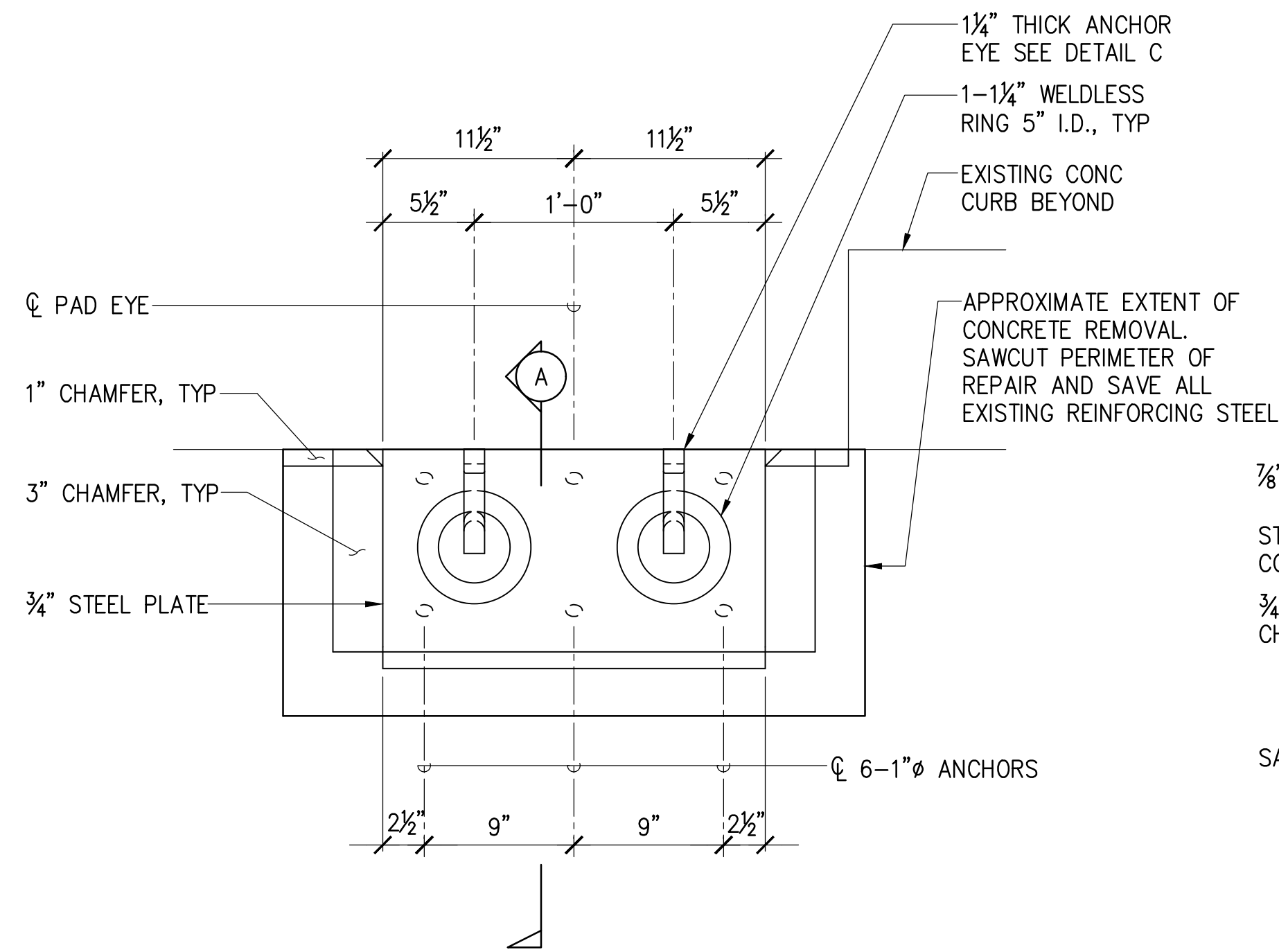


SAFETY CHAIN DETAIL
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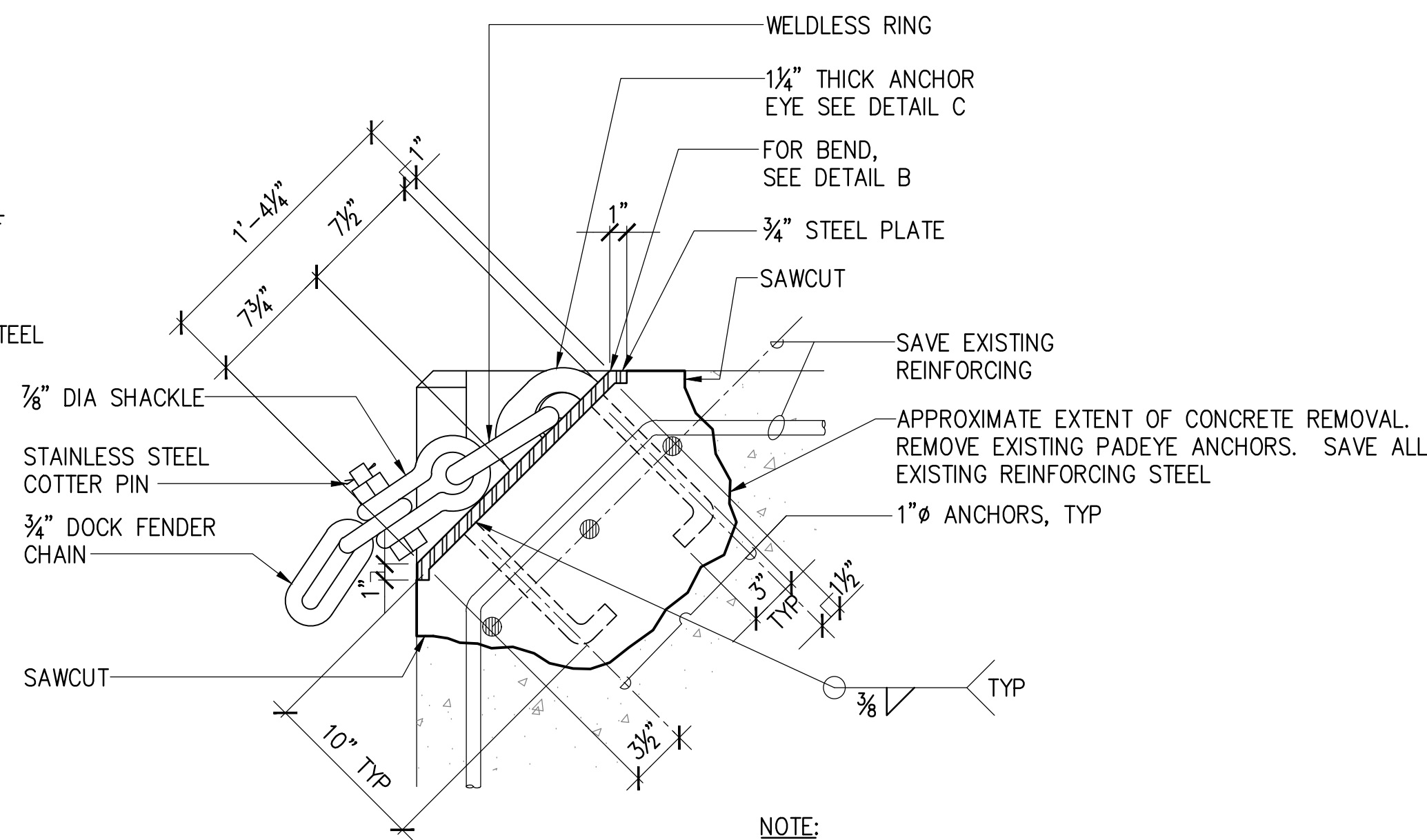
NOTES:

- PIER 51C IS SIMILAR TO PIERS 52 AND 53 EXCEPT WITH STRUCTURAL STEEL PAD EYES INSTEAD OF EYE BOLTS.
- TYPICAL REPLACEMENT FENDER SIZES SHALL BE AS FOLLOWS:
PIER 51A/B: 21" O.D. x 10'-1/2" I.D. x 12'-0"
PIER 51C: 21" O.D. x 10'-1/2" I.D. x 9'-0" (TOP) AND 12'-0"± (BOTTOM)
PIER 52/53: 21" O.D. x 10'-1/2" I.D. x 5'-0" (TOP) AND 12'-0" (BOTTOM)
- CONTRACTOR SHALL FIELD VERIFY EXISTING FENDER DIMENSIONS PRIOR TO ORDERING FENDERS.
- UPPER RUBBER FENDER SHALL BE CONCENTRIC WITH LOWER RUBBER FENDER.
- SEE PLANS FOR LOCATIONS OF FENDERS AND EYE BOLTS TO BE REPLACED.
- CONTRACTOR SHALL REPLACE CHAINS AND HARDWARE AT BOTH NEW FENDERS AND REINSTALLED EXISTING FENDERS.

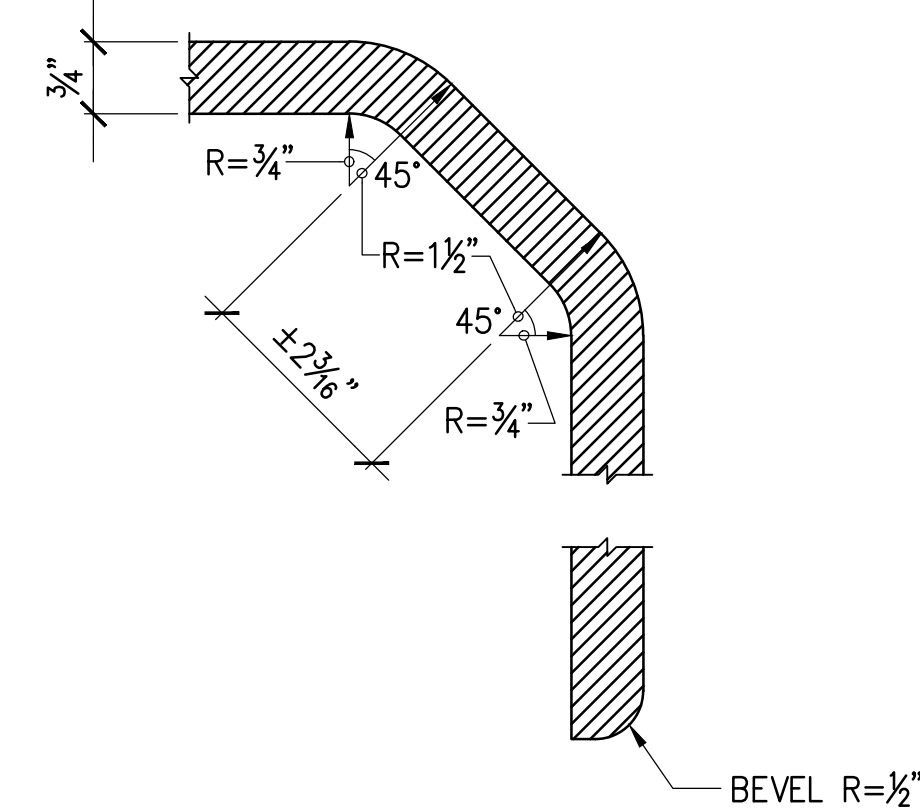
THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION EXP. 4-30-28 MKE ASSOCIATES LLC	REVISION	DATE	ADDENDUM #1	BY	APPROVED
	STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HARBORS			MKE	
	JOB TITLE HONOLULU HARBOR, PIERS 51-53, FENDER REPAIRS, OAHU, HAWAII				
	SHEET TITLE FENDER REPAIR DETAILS				
DESIGNED BY: AN	JOB NUMBER			SHEET S-12	
DRAWN BY: DL	S10954			14 OF 18 SHTS.	
CHECKED BY: GO					
DATE: 05/20/26					
SCALE: AS SHOWN					



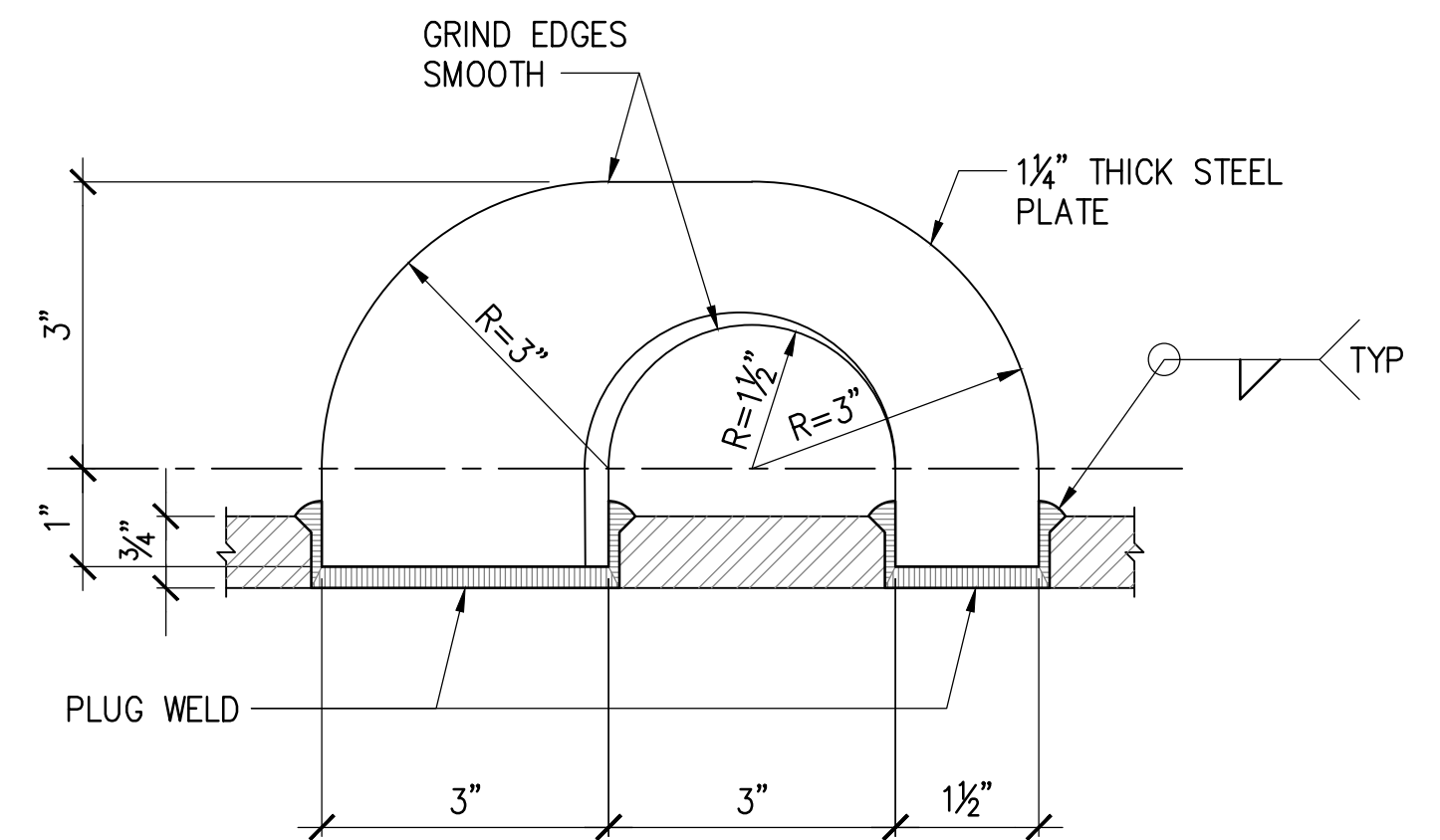
ELEVATION VIEW



A SECTION

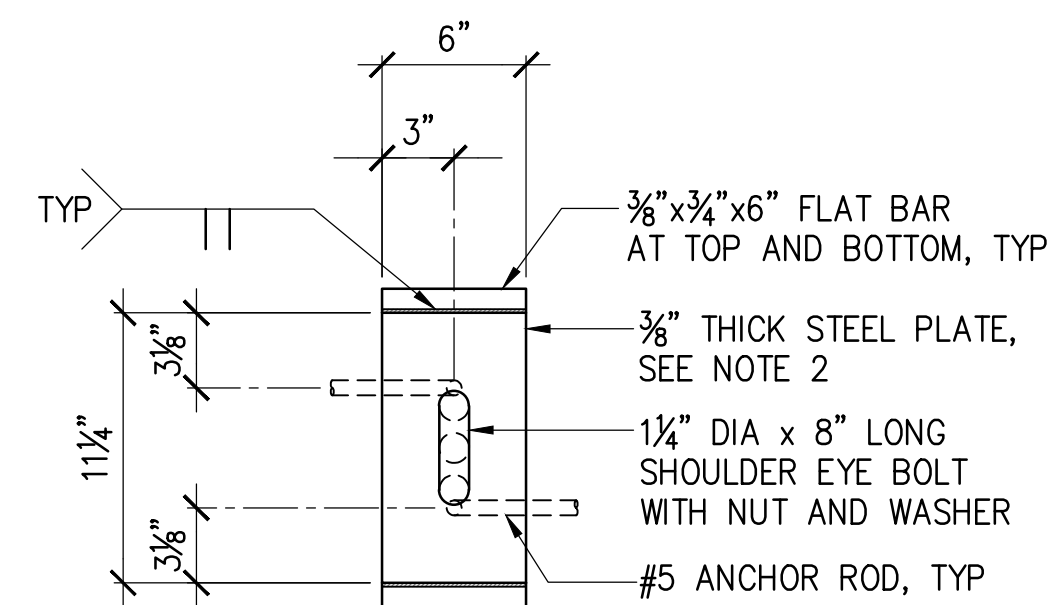
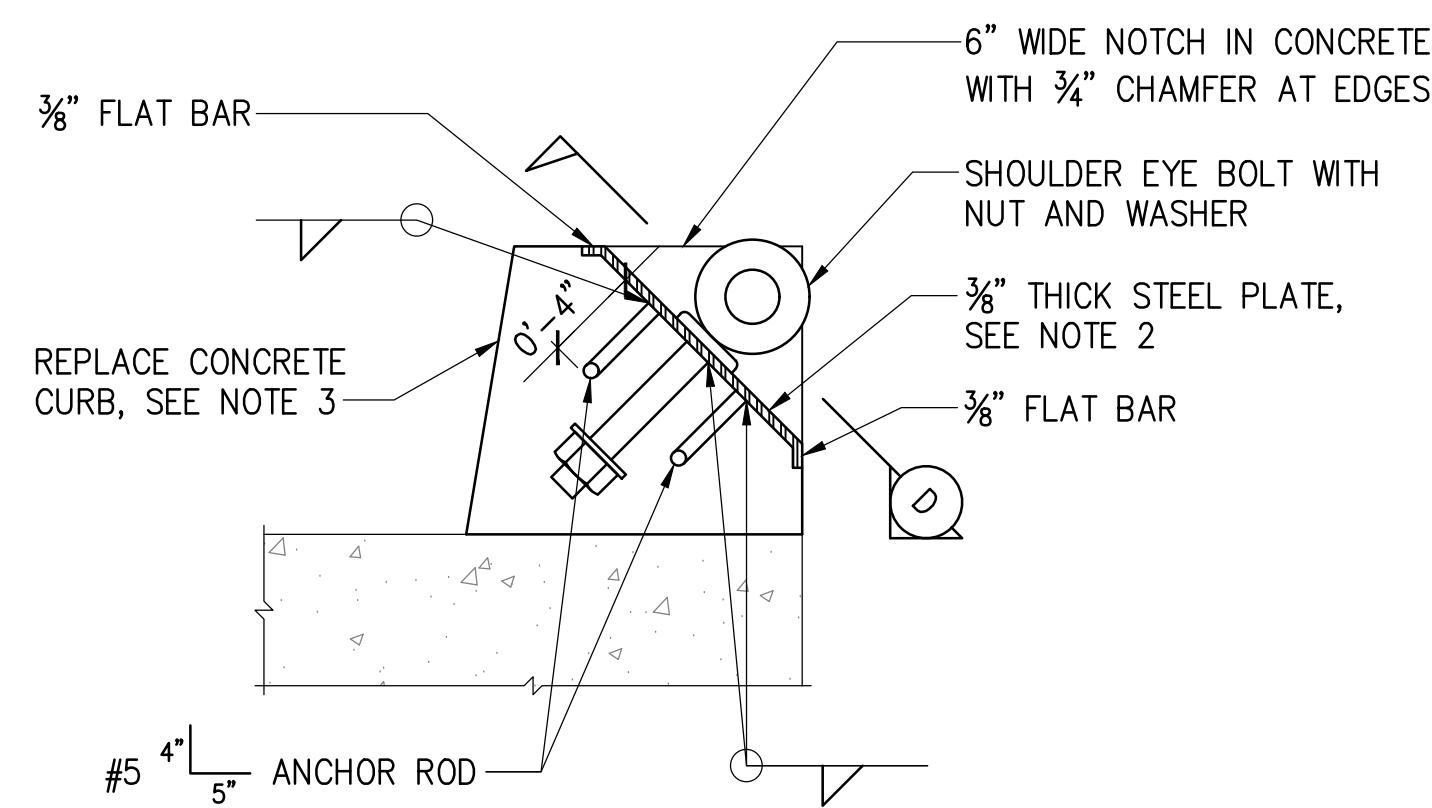


B BEND DETAIL
SCALE: 6" = 1'-0"



C EYE DETAIL
SCALE: 6" = 1'-0"

1 PAD EYE REPAIR DETAIL
S-13 SCALE: 1'-1/2" = 1'-0"

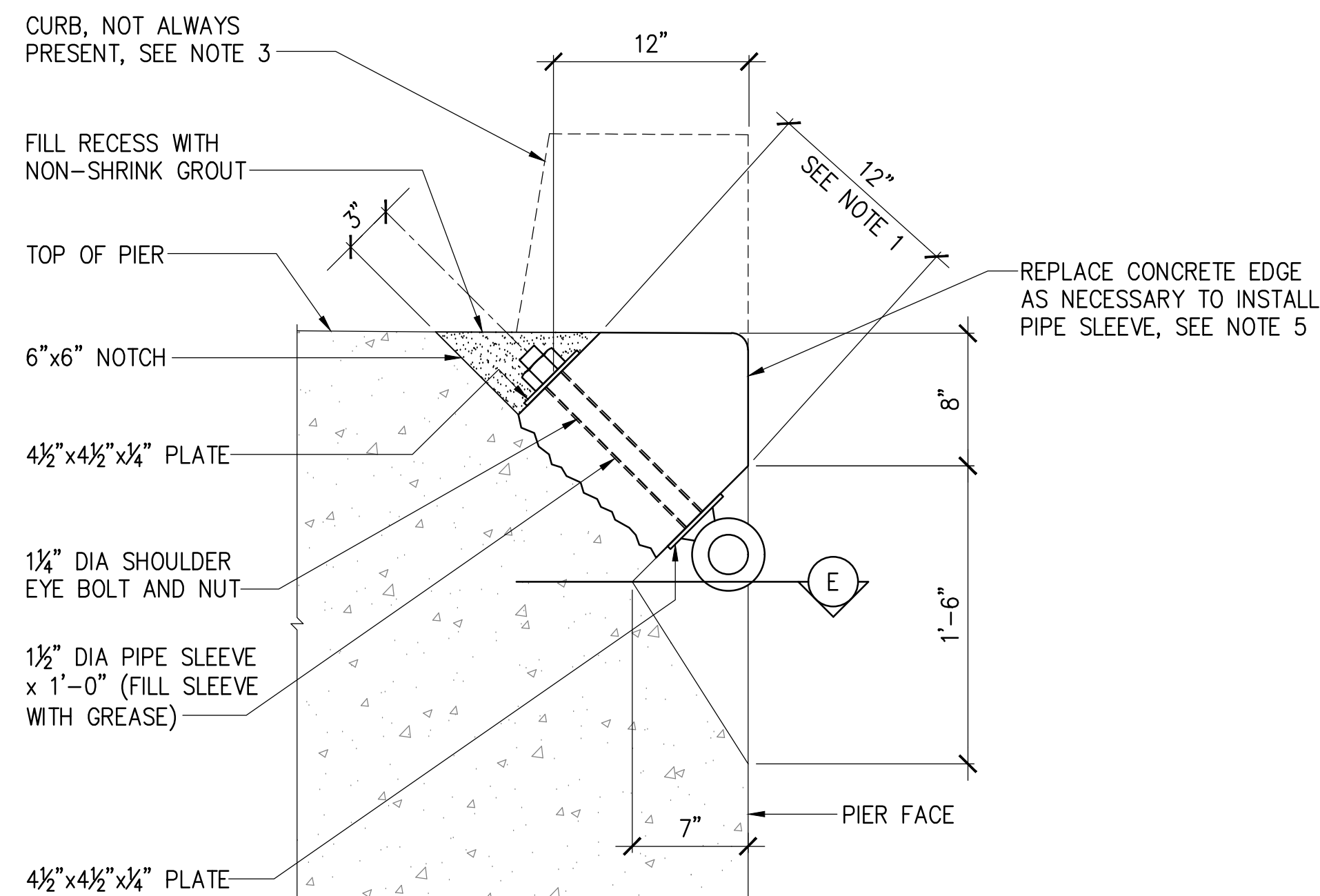


D SECTION

NOTES:

1. EYE BOLT ASSEMBLY SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION.
2. A BENT STEEL PLATE MAY BE SUBSTITUTED FOR WELDED FLAT BARS AT TOP AND BOTTOM.
3. CONCRETE CURB SHALL BE REPLACED AS NECESSARY TO INSTALL EYE BOLT ASSEMBLY. A LENGTH OF 1'-0" OF CURB SHALL BE INCLUDED IN THE PAYMENT ITEM FOR EACH TOP EYE BOLT REPAIR.
4. EXISTING CURB REINFORCING STEEL VARIES AND NOT SHOWN FOR CLARITY.

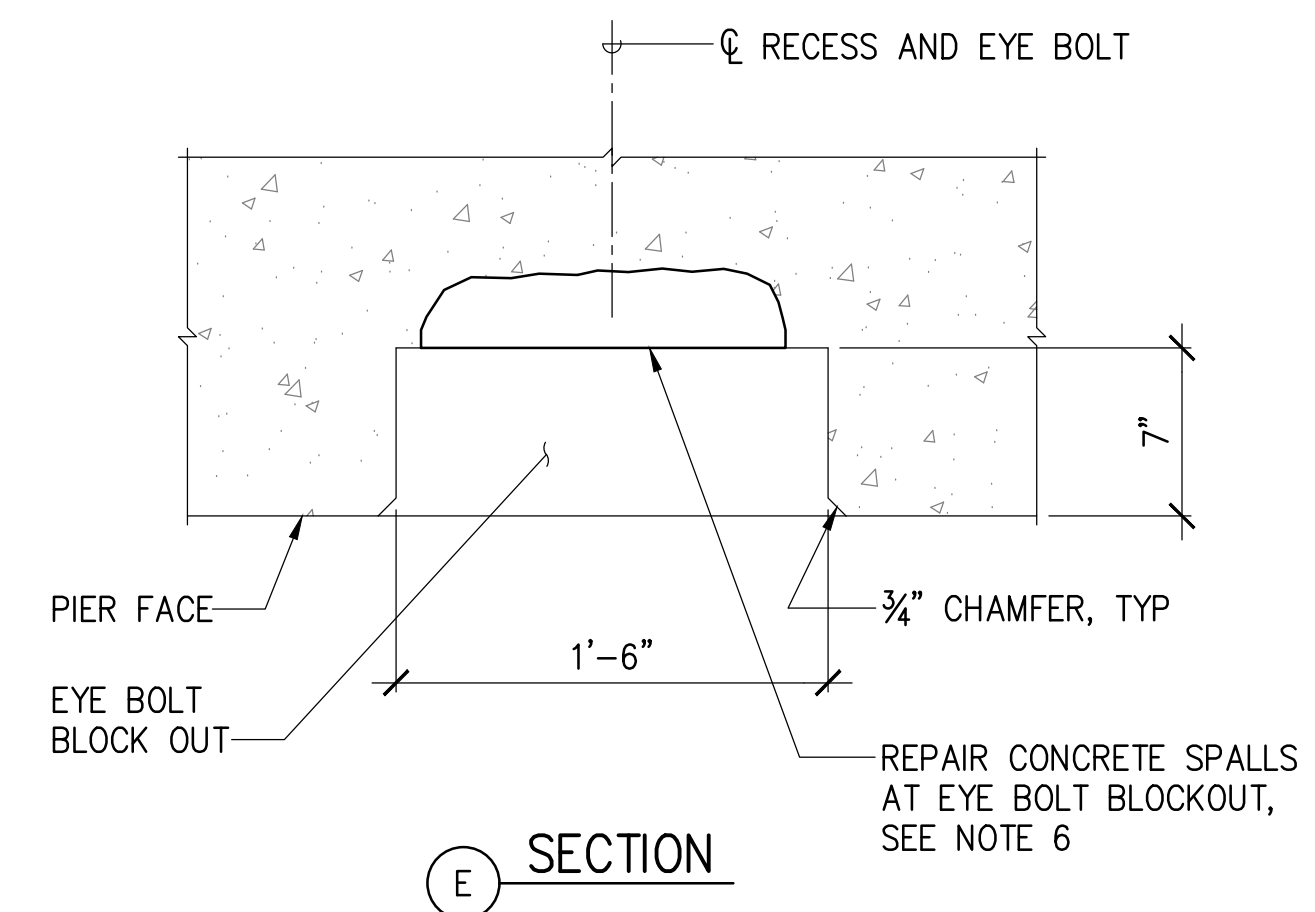
2 TOP EYE BOLT REPAIR DETAIL
S-13 SCALE: 1'-1/2" = 1'-0"



NOTES:

1. CONDITION AT PIER 51A AND 51B SHOWN.
2. PIPE SLEEVE LENGTH IS 11" AT PIERS 52 AND 53.
3. CONCRETE CURB IS PRESENT AT PIERS 52 AND 53.
4. EYEBOLT AND ALL HARDWARE SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION.
5. CONCRETE SPALLS AT EYE BOLT BLOCKOUT SHALL BE PAID FOR AND REPAIRED PER DETAIL 2/S-14.
6. CONCRETE EDGE SHALL BE REPLACED AS NECESSARY TO INSTALL EYE BOLT ASSEMBLY. A LENGTH OF 1'-0" SHALL BE INCLUDED IN THE PAYMENT ITEM FOR EACH BOTTOM EYE BOLT REPAIR.

3 BOTTOM EYE BOLT REPAIR DETAIL
S-13 SCALE: 1'-1/2" = 1'-0"



E SECTION

	DESIGNED BY: AN	JOB NUMBER S10954	SHEET S-13 15 of 18 SHTS.
	DRAWN BY: DL		
	CHECKED BY: GO		
	DATE: 05/2026		
THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION EXP. 4-30-28 MKE ASSOCIATES LLC		DEPARTMENT OF TRANSPORTATION HARBORS HONOLULU HARBOR, PIERS 51-53, FENDER REPAIRS, OAHU, HAWAII FENDER REPAIR DETAILS	
REVISION 6/8/26 ADDENDUM #1	DATE 6/8/26	DESCRIPTION FENDER REPAIRS, OAHU, HAWAII	BY MKE

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HARBORS**

PRE-BID MEETING MINUTES

DATE: May 27, 2026 **TIME:** 11:00 a.m.

LOCATION: Virtual Tele-Conference via Microsoft Teams

PROJECT: Honolulu Harbor, Piers 51-53, Fender Repairs
Oahu, Hawaii
Job S10954

I. INTRODUCTION

Attendees introduce themselves (name and company).

II. IMPORTANT ITEMS

1. This meeting is to clarify general questions only. If there is a conflict between what was stated in this meeting and the bid documents, the bid documents shall govern. Any significant changes will be made through an addendum. A copy of the meeting minutes will be issued to all attendees.
2. Deadline for questions is June 2, 2026 at 2 PM HST.
3. Bids are due June 18, 2026 at 2 PM HST.
4. The scope of work consists of replacing various damaged or missing parts of the fender system and repairing an impact damaged area of the fascia beam at Piers 51 through 53 at Honolulu Harbor, Oahu, Hawaii.
5. TWIC (Transportation Worker Identification Credential) cards will be required for personnel to access the project site.
6. The total project duration is 240 calendar days, including time for submittals and material procurement. Work is anticipated to start shortly after the project is awarded.
7. The estimated cost is between \$3,000,000 to \$3,600,000.

III. GENERAL DISCUSSIONS

1. Question: Is the preferred start date for the project at the end of the calendar year?
Response: A tenant improvement project is scheduled around the end of the year that will significantly reduce the vessel traffic on the piers. It is anticipated that this project will be performed concurrently.
2. Question: If the allocated time is not sufficient, will the state increase the duration of the project?
Response: Additional time would be considered during the construction phase as a change order.
3. Question: Why is Piers 1 and 2 mentioned in the removal and disposal of hazardous material section?
Response: Cold tar coatings were applied to various piers around the same time, therefore, it is assumed the coating used at Piers 1 and 2 is the same coating used at Pier 51.
4. Question: Follow up to question 3. How is hazardous material quantified?
Response: Hazardous material abatement work is included in bid item 15.
5. Question: Does the 200 square feet include abatement and epoxy coating?
Response: Yes, the 200 square feet includes abatement and epoxy coating.
6. Question: Do all other spall repairs anticipate no hazardous material?
Response: Yes, the coal tar coating is only applied on the pier underside.
Hazardous material abatement is assumed only at the fascia beam spall repair.

MEETING ATTENDANCE SHEET
Pre-Bid Meeting

Project Name: Fender Repairs at Piers 51-53
Honolulu Harbor, Oahu, Hawaii

Project No. S10954

Meeting Location: Honolulu Harbor, Oahu, Hawaii, Tele-Conference

Date: May 27, 2026 11:00 a.m.

Name: Branden Sumida Title:	Company: DOT Harbors Address:	Phone: Fax: Email: branden.sumida@hawaii.gov
Name: Grant Okunaga Title:	Company: MKE Associates LLC Address:	Phone: Fax: Email: grant@mkellc.com
Name: Alex Nakasato Title:	Company: MKE Associates LLC Address:	Phone: Fax: Email: alex@mkellc.com
Name: Emil Soria Title:	Company: Hawaiian Dredging Address:	Phone: Fax: Email: esoria@hdcc.com
Name: Isaac Ansingh Title:	Company: Pacific Pile and Marine Address:	Phone: Fax: Email: isaaca@pacificpile.com
Name: Shane Hautanen Title:	Company: Pacific Pile and Marine Address:	Phone: Fax: Email: shaneh@pacificpile.com
Name: Jordan Bleasdale Title:	Company: Mocon Corp Address:	Phone: Fax: Email: jordan@moconcorp.com
Name: Russell Luke Title:	Company: Sea Engineering Address:	Phone: Fax: Email: rluke@seaengineering.com
Name: Ryan Arfman Title:	Company: Sea Engineering Address:	Phone: Fax: Email: rarfman@seaengineering.com

**Questions for solicitation: B26002945 S10954 Honolulu Harbor, Piers 51-53,
Fender Repairs, Oahu
Questions Received on 06/02/2026**

1. In past experiences, there are 2-3 days that are workable days Monday-Friday on these piers. Based on this, the project will not be able to be completed in the contract completion time. Will the completion time be allowed to be extended due to pier/tenant activities?

Bidders shall assume a typical 40-hour work week. A tenant improvement project is scheduled around the end of the year that will significantly reduce the vessel traffic on the piers. It is anticipated that this project will be performed concurrently. Additional time would be considered during construction as a change order.

2. On sheet S-1, note 1 of the Reinforcing Steel section calls for duplex stainless-steel bars. Spec section 15.2.C notes the reinforcing steel as ASTM A706, grade 60. Please advise what material the replacement reinforcing steel shall be.

See Addendum No. 1.

3. The plans state to replace damaged or missing cylindrical fenders. The disposal amount for the fenders is unclear as there is no given number of missing fenders. For bidding purposes, please provide a count for the number of missing top and bottom fenders?

Bidders may assume all damaged, missing, or replaced fenders shall be disposed.

4. Paragraph two in spec section 16.1.C states, "When a damaged or missing fender is to be replaced, both the new and existing fender in the pair shall be replaced." Please clarify. Are new top and bottom fenders to be furnished and installed if only a top or bottom fender is called to be replaced?

Yes, both new top and bottom fenders are to be furnished and installed in cases where only a top or bottom fender is called to be replaced.

5. It appears there is a spall located between Bent 13 and DM 1150 on sheet S-6. Please advise if this is a curb (C) or vertical (V) spall repair.

See Addendum No. 1.

6. The spall repair legend on the plan views refer to spall repair details 1-3 on sheet S-14. However, there is no detail 3 on sheet S-14. Please provide detail 3/S-14.

See Addendum No. 1.

7. Note 5 in detail 3/S-13 states spalls at the eye bolt blockout shall be paid per detail S/S-12. However, detail 2/S-12 is not provided in the drawings. Please clarify how the eye bolt spalls shall be repaired and paid for. a. See next two questions

See Addendum No. 1.

8. If there are spall repairs greater than 1'-0" required at the top bolt repairs, shall the remaining square footage be added to the curb spall repair (Type C) quantity?

Yes, the remaining square footage shall be added to the curb spall repair quantity.

9. If there are spall repairs greater than 1'-0" required at the bottom bolt repairs, shall the remaining square footage be added to the vertical spall repair (Type V) quantity?

Yes, the remaining footage shall be added to the vertical spall repair quantity.

10. When replacing the top and/or bottom eyebolts only (no new fender), are new chains, safety chains, and shackles to be furnished and installed?

Yes, all items listed above shall be furnished and installed.

11. Please provide size of drain holes.

The size of the drain holes is provided on Sheet S-12

12. Are there areas available to work when a vessel is docked?

The work schedule shall be coordinated at the pre-construction meeting. See Question 1.

13. Is work allowed at other piers while a vessel is docked?

The work schedule shall be coordinated at the pre-construction meeting. See Question 1.

14. Is there a limitation on the length or number of fenders that are allowed to be removed at the same time?

Exact phasing including the number of fenders than can be removed at the same time shall be coordinated at the pre-construction meeting. See Question 1.

15. Per spec 15.3.D.1, a concrete repair shall not be subjected to live loads until the concrete has obtained a minimum compressive strength of 4,000 PSI. This may not be possible if the fenders must be reinstalled for a vessel. Do the fenders have to be replaced if a vessel is set to dock?

Yes, fenders shall be replaced before a vessel is scheduled to dock. See Question 1. The work schedule and phasing shall be coordinated at the pre-construction meeting.

16. Please advise if there is any welding for the bottom eye bolt assembly.

Welding for the bottom eyebolt assembly is not required.