STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS

ADDENDUM NO. 5 FOR VEGETATION MANAGEMENT AND GENERAL RAIL MAINTENANCE OF RIGHT-OF-WAY FROM LUALUALEI NAVAL ROAD TO FORT WEAVER ROAD, HONOULIULI, EWA, OAHU, HAWAII PROJECT NO. HWY-ORL-2026.01

October 14, 2026

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

A. RESPONSES TO REQUESTS FOR INFORMATION (RFI/QUESTIONS)

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

B. SPECIFICATIONS

1. Delete **SECTION 1 GENERAL INFORMATION,** Page 7, and replace it with attached **SECTION 1 GENERAL INFORMATION,** Page 7, dated r10/14/26.

Please acknowledge receipt of this **ADDENDUM NO. 5** by recording the date of its receipt in a statement in your Proposal.

ROBERT STELLMACHER
Branch Manager

alteration of the railway shall be in accordance with state and federal requirements applicable to facilities listed on the National Register of Historic Places.

1.3 Schedule and Significant Dates

The table below contains the State's current estimate of the schedule and significant dates. All times are Hawaii Standard Time (HST). If a component of this schedule, such as "Proposals Due Date and Time" is delayed, the rest of the schedule may likely be shifted by the same number of days. Any change to the RFP Schedule and Significant Dates prior to the proposal due date shall be made by addendum.

Event	Date
Solicitation Release (Page 1):	June 15, 2026
Virtual Pre-Proposal Conference (Notice to Proposers, Page 2):	June 29, 2026
Question Submittal Deadline (Notice to Proposers, Page 3):	July 7, 2026 at 2:00 p.m., HST
Answers to Questions (Notice to Proposers, Page 3)	October 14, 2026
Proposal Due Date and Time (Solicitation Release, Page 1 & Notice to Proposers, Page 2):	November 6, 2026 at 2:00 p.m., HST
Evaluations (Section 5, 5.1 to 5.4, Pages 28 to 31; Section 6, 6.1, Page 32):	November 9, 2026 – December 7, 2026
Date for Discussions with Priority-Listed Offerors (if necessary)(Section 6, 6.4, Page 32):	December 8, 2026 – December 14, 2026
Due Date for Best and Final Offer (BAFO), (if necessary)(Section 6, 6.5, Page 33):	January 4, 2027, at 2:00 p.m., HST
Anticipated Award Date (Section 6, 6.9, Page 34):	February 22, 2027

1.4 Contract Type

This solicitation will result in a fixed-price contract in accordance with section 3-122-136, Hawaii Administrative Rules (HAR), as amended.

1.5 Period of Performance

The contract shall be for a period of one (1) year beginning on the date specified in the Notice to Proceed. Unless terminated, the contract may be extended without re-solicitation, upon mutual agreement in writing between the State and the Contractor, prior to the expiration date, for not more than four (4) additional one-year periods, or portions thereof. The entire term of contract, including extensions, shall not exceed five years.

RESPONSE TO REQUEST FOR INFORMATION (RFI/QUESTIONS)
REQUEST FOR PROPOSALS
FOR
VEGETATION MANAGEMENT AND GENERAL RAILWAY MAINTENANCE OF RIGHT-OF-WAY FROM LUALUALEI NAVAL ROAD TO FORT WEAVER ROAD, HONOULIULI, EWA, OAHU, HAWAII
PROJECT NO. HWY-ORL-2026.01

QUESTION 1. Are we allowed to bid on only Item No. 2 and exclude the other 5 of 6 line items?

Response: No, proposals containing partial pricing will not be accepted.

QUESTION 2. RFI deadline: On page 7, Section 1.3 Schedule and Significant Dates – the RFI deadline states July 7, 2026 (table). However, on page 3 (including cover page) in the Notice to Proposers, RFI are due July 9, 2026. Please advise on which is the deadline.

Response: See Addendum No. 2.

QUESTION 3. Page 21, Section 3.3.3 - Is the State open to proposals that include management concepts or operational approaches beyond the traditional museum railroad model, provided all applicable deed restrictions, historic preservation requirements, and regulatory approvals are satisfied?

Response: Yes

QUESTION 4. Page 20, Section 3.3.2 - Would the State consider alternative operational or maintenance frameworks that may enhance the long-term preservation, public access, safety, or financial sustainability of the corridor, or is the State's intent limited to the continuation of a museum railroad operation substantially similar to the historical operations of the Hawaiian Railroad Society?

Response: Yes, the State may consider alternate operational or maintenance frameworks provided that the minimum requirements of this RFP are addressed.

QUESTION 5. Page 18, Section 3.3 - If an Offeror wished to propose additional improvements or investments within the right-of-way that are consistent with preservation of the historic resource, would those concepts be considered as part of this procurement, or would they require a separate authorization process outside of the scope of this RFP?

Response: Proposed additional improvements or investments are outside the scope of this RFP.

QUESTION 6. Page 18, Section 3.3 - Is the State seeking only a maintenance contractor with an optional museum operation, or does the State envision this procurement as an opportunity for a long-term stewardship partner responsible for the ongoing preservation and management of the corridor?

Response: At a minimum, the ORL RFP requires vegetation management and general railway maintenance; however, the State may entertain a long-term stewardship partnership.

QUESTION 7. Page 18, Section 3.3 - Would the successful Offeror be permitted to coordinate with or enter into separate agreements with the adjacent landowners or other public or private entities to facilitate maintenance, preservation, or operation of portions of the corridor, subject to HDOT approval and any other required regulatory approvals?

Response: The Offeror may, under certain circumstances, coordinate or enter into separate agreements with landowners or other entities regarding the maintenance, preservation or operation in compliance with 3.3.1 Vegetation Management.

QUESTION 8. Page 7, Section 1.3 - We respectfully request that HDOT consider extending the proposal submission deadline to allow sufficient time for prospective Offerors to evaluate the State's responses and incorporate any resulting modifications into their proposals. Given the potentially substantive nature of these clarifications, we believe a modest extension would promote more responses and competitive proposals while benefiting the procurement process.

Response: Offeror should consult with a Secretary of the Interior (SOI) qualified professional to satisfy the professional requirements for inspection, servicing, and maintaining the historical tracks. Offeror must satisfy the requirements listed in 3.1 General Description, items a through l.

Question 9. Minimum requirements 3.2 - What are the "required licenses, certifications, and permits" related to maintaining railroad infrastructure?

Response: Offeror should consult with a Secretary of the Interior (SOI) qualified professional to satisfy the professional requirements for inspection, servicing, and maintaining the historic tracks. Offeror must satisfy the requirements listed in 3.1 General Description, items a through l.

Question 10. 3.3.2 Rail Maintenance – Paragraph 1. What is the definition of "Class X track railroad"?

Response: Class X track railroad is defined as Excepted Track, which is the lowest possible safety classification designated by the Federal Rail Administration, limiting speeds to no more than 10 miles per hour.

Question 11. 3.3.2 Rail Maintenance – Paragraph 1. What are the professional requirements for inspection, servicing and maintaining the track? (See 3.2)

Response: Offeror should consult with a Secretary of the Interior (SOI) qualified professional to satisfy the professional requirements for inspection, servicing, and maintaining the historic tracks. Offeror must satisfy the requirements listed in 3.1 General Description, items a through l.

Question 12. 3.3.2 Rail Maintenance – Paragraph 4 States "regular repairs from Waipahu Point Access Road to Lualualei that permit continuous and safe operation of a historic railroad museum". Does this imply that all existing track be brought up to an operational condition? Also see 3.3.2 Paragraph 5.b.

Response: The track on Parcel 1 is currently not operational. The scope of work of this RFP does not require that tracks on Parcel 1 be brought up to operational condition. The track on Parcel 2, running from Kahe Power Plant to ORL to Fort Weaver Road, is operational and must be maintained.

Question 13. 3.3.2 Rail Maintenance - Paragraph 5a – What size crushed white coral ballast is required?

Response: 1 to 2 inches.

Question 14. 3.3.2 Rail Maintenance – Paragraph 5a – How is "minor" defincd? If the railroad is operational, who is responsible for the FRA mandated annual bridge inspections?

Response: Minor repairs are defined as including all nails. Tie, signals, and appurtenances. DOT will be coordinating the annual bridge inspections.

Question 15. 3.3.2 Rail Maintenance – Paragraph 5g – The existing grade crossing signals are not historic and have been installed by governmental or private entities. Is the contractor to assume responsibility for the maintenance and repair of these signals?

Response: Yes.

Question 16. What are the State's expectations with regard to the amount of track to be maintained, restored or otherwise "serviced", including turn-outs, bridges etc., under a one-year contract? The cost to maintain straight track being less that curved track, bridge tracks or turn-outs. Different materials are required for each to maintain the historic fabric of the right-of-way.

Response: The Offeror is expected to come up with a Railroad Maintenance Plan as part of their proposal.

Question 17. Is the State's intent to utilize the current train station facility as a musuem? Does the museum option include funds for a facility restoration budget?

Response: The current train station facility is not part of this contract and is not within the limits of this project scope. The 3.3.3 Historical Museum Option is limited to "operation" of a non-profit historic railroad musuem, see definition 1.7.29.