

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

ADDENDUM NO. 4

TO THE

REQUEST FOR QUALIFICATIONS

FOR THE

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT  
AIRPORT SEGMENT GUIDEWAY AND UTILITIES CONTRACT  
REQUEST FOR QUALIFICATIONS NO. RQS-DTS-1100916

ISSUED: March 8, 2011

NOTICE TO ALL PROSPECTIVE OFFERORS:

This Addendum is hereby made a part of the Request for Qualifications for the HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT, AIRPORT SEGMENT GUIDEWAY AND UTILITIES CONTRACT, and it shall amend the said Request for Qualifications in the following respects:

**ITEM NO. 1 — Questions and Responses**

The following questions were received by the Transit Mailbox, the City's response follows.

Question #1

Will any required roadway realignment required for the Project be issued with the Utility Contract or Segmental Bridge Contract?

Response #1

**Roadway work is anticipated to be a part of the Segmental Bridge Contract, but the selected Offeror for this Contract will have input on this decision.**

Question #2

Will the Prime have an opportunity to replace a Subconsultant should the City determine that a Subconsultant be in conflict?

Response #2

**The City will not inform a Prime if during the evaluation process it is determined that a Subconsultant has a conflict of interest. It is the responsibility of the Prime to ensure that its Subconsultants do not have a conflict of interest pursuant to HRS Section 103D-405(d) and HAR Section 3-122-13(e).**

Question #3

In reference to Task “3.03 Interface – Systemwide Landscaping Design”: will the design consultant for proposed permanent irrigation and landscaping along the HHCTCP alignment in median areas occurring under and adjacent to the guideway and other selected areas furnish construction drawings for inclusion in the Airport Segment Guideway and Utilities Contract similar to the Systemwide Signage Designer?

Response #3

**No, the Systemwide Landscape Designer will not be selected in time to furnish construction drawings for inclusion in the Airport Segment Guideway and Utilities Contract. The Airport Segment Guideway and Utilities Contract design documents will have to contain temporary landscaping provisions.**

Question #4

When/Where/How will the Preliminary Drawings be made accessible for viewing?

Response #4

**Please refer to Addendum No. 2, Response #11.**

Question #5

Item 2 on page 5 requests the information on the firm. Are items A through I required for each of our subconsultants?

Response #5

**No, items A through I are only required for the subconsultant(s) designated by an Offeror as a “major subconsultant” pursuant to Addendum 3, Item No 2.**

**Please note that the Submittal Materials Requirements in Addendum No. 3, Item No. 2, subparagraph 2 have been expanded to include “major subconsultant(s).”**

**Please also see the response to Question #6.**

Question #6

Addendum No. 2, Item No. 4 – Questions and Responses, Response #5 could be interpreted to mean that prior experience and past projects of subconsultants will not be considered as creditable toward the prior experience of a joint venture offeror. We are concerned that rejection of subconsultant projects as creditable prior experience is an invalid and undue restriction on competition because it would exclude competitors without justification. We also noticed that subconsultant projects were allowed to be included in the Farrington Station Design Consultant Contract that was recently awarded. Does Response #5 mean that the City will refuse to consider subconsultant projects offered as part of the Offeror's fifteen (15) project submission requirement?

Response #6

**The response to the referenced question in Addendum No. 2 was made prior to the issuance of Addendum No. 3.**

**Pursuant to Addendum No. 3 an Offeror now has the opportunity to designate a “major subconsultant” whose credentials will be evaluated pursuant to Addendum No. 3, Item No. 3.**

Question #7

Should the City refuse to consider subconsultant projects offered as part of the Offeror's fifteen (15) project submission requirement, and as a result of the updated Evaluation Criteria (Addendum No. 2, Item No. 3), will the City consider providing an extension to the deadline for the submittal materials, considering that the composition of our team will need to be changed to address the project submission requirement and revised evaluation criteria?

Response #7

**Addendum No. 3 provides an opportunity for an Offeror to designate a “major subconsultant” in its organizational structure whose credentials will be evaluated pursuant to Addendum No. 3, Item No 3.**

**The deadline for submission of responses was extended in Addendum No. 3.**

Question #8

Can the Preliminary Engineering design documents be made available as reference information to proposers?

Response #8

**Please see the response to Question #4.**

Question #9

Are there requirements for the type and/or shape of the guideway section?

Response #9

**The type and shape of the guideway section is up to the discretion of the Offeror, but the type and shape must be compatible with the Preliminary Engineering drawings and must not violate any of the Environmental commitments of the Project.**

Question #10

Are the utilities along the Airport Segment located, identified and/or mapped for the Project? Has any potholing been done to verify the utilities? If so, can this information be made available to the proposers?

Response #10

**This work is in the scope of this Contract. No additional information can be provided at this time.**

Question #11

The scope of work excludes station design along this segment (under Section 01, page 1 of Appendix A), however NTP #1b scope calls for incorporating the approved station value engineering recommendations and requires a maximum of two presentations to the community featuring the graphic layout of the stations. Since the station design is not included in this scope of work, we assume that this was intended to refer to incorporation of the Value Engineering (VE) recommendations and public presentations related to the guideway. Please confirm if the incorporation of VE recommendations and public presentations related to the guideway is in the NTP #1b scope of work.

Response #11

**This confirms the above assumption. Incorporation of the Guideway VE recommendations is part of this scope of work.**

Question #12

Please clarify the total intended duration of NTP 3. Is the intent to deliver a utilities package 30-days sooner than the guideway package?

Response #12

**Yes, or sooner if it can be ready sooner.**

Question #13

Is the Aloha Stadium Park and Ride design included in this scope of work?

Response #13

**No.**

Question #14

Do you want information submitted as a combined section with ten (10) projects between partnership/JV members or separate information for each partnership/JV members with ten (10) projects per firm? Can we use projects that our subconsultants worked on?

Response #14

**Information identified in Addendum No. 3, Item No. 2, subparagraph 2. H. should be submitted for each member firm and each major subconsultant(s), if any. The project information should be segregated by member firm and major subconsultant(s), if any.**

**The list of projects for each member firm and major subconsultant(s) must not exceed fifteen (15) recent major projects undertaken and completed within the past ten (10) years – this list may include projects that are still active.**

Question #15

Addendum No. 3 is allowing submittals with prime and major subconsultants relationship. Please define major subconsultants. Is there a minimum and maximum percentage of the project work the major subconsultant will be required or allowed for this project? (Is there a minimum percentage that the prime must self-perform in order to be considered a "prime?")

Response #15

**The purpose of allowing submittals with a prime-major subconsultants relationship is to enable Offerors the opportunity to specifically include the credentials of major subconsultants in the Submittal Materials to be evaluated. The City does not mandate a maximum or minimum percentage of work to be done by subconsultants.**

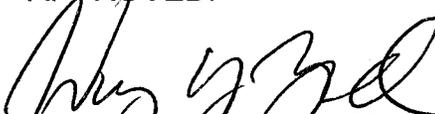
Question #16

The availability of local specialized subconsultants on the island of Oahu is a limited resource of this project. Will the statement of qualifications be deemed of lesser value by the lack of some local third tier subconsultant because they have decided to be "sole source" to one team? The selected prime consultant should have access to all limited resourced subconsultants on Oahu once contracted.

Response #16

**The ranking of firms will be based solely on the Evaluation Criteria contained in Addendum No. 3, Item No. 3. Local presence is not a part of the Evaluation Criteria and the City is not involved in teaming arrangements.**

APPROVED:

  
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Wayne Y. Yoshioka, Director  
Department of Transportation Services

APPROVED:

  
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For Michael R. Hansen, Director  
Department of Budget and Fiscal Services