



STATE PROCUREMENT OFFICE
EMERGENCY PROCUREMENT REQUEST

12 MAR 27 09:16

STATE PROCUREMENT OFFICE
STATE OF HAWAII

1. TO: Chief Procurement Officer
2. FROM: Department of Transportation / Highway Division/ Oahu Dist.

Department/Division/Agency

Pursuant to §103D-307, HRS, and Subchapter 10, Chapter 3-122, HAR, the Department requests approval for the following:

3. Date 3/09/2011
4. After the fact [] YES [X] NO
5. Nature of the Emergency
Based on a recent, February 24, 2012, Bridge Inspection Report of the Ihihilaukea Bridge, Nagamine Okawa Engineers sent a letter to inform the Department of Transportation of their critical findings. See attached letter and bridge inspection report. The Ihihilaukea Bridge is a historic concrete arch bridge, built in 1930, has severe concrete damage (spalls) caused by the very salty air and water environment.

6. Vendor: Fibrwrap Construction Services, Inc.
Address: 4255E. Airport Drive, Ontario, Ca 91761
7. Price:
\$2,200,000.00

8. Description of goods, services, or construction to be purchased
Fibrwrap Construction Services, Inc. will provide labor and equipment to repair all severe concrete spalls and fiberwrap the concrete arch and columns.

9. Reason for Vendor Selection
Fibrwrap Construction Services, Inc. completed similar repairs on the Makaha Bridge No. 4 located on Farrington Highway in February 2012.

10. Direct questions to: George Abcede Phone: 831-6811

11. I certify that the information provided above is to the best of my knowledge, true and correct.

Signature: Amir A. Zahedi
Date: 3/16/12

Department Head Date

Reserved for SPO Use Only

12. Chief Procurement Officer's comments:
SEE CPO COMMENTS ATTACHED AS PAGE 4.

13. [X] APPROVED [] DISAPPROVED [] NO ACTION REQUIRED
Signature: Chief Procurement Officer
Date: 4/3/2012

12-043K

Attachment for SPO Emergency Procurement Request of \$2,200,000.00 for the Repairs of the Ihihilauakea Bridge.

During the past recession the Department of Transportation (DOT) as well other Departments were hit with budget cuts. The DOT Highway Division uses the Highway Special Maintenance Funds from the Gasoline Tax to maintain the highway infrastructure. Money from the Highway Special Maintenance Funds were diverted by the State Legislature to help balance the State Budget. The State Legislature authorizes the total amount of Special Maintenance Funds to be spent for each fiscal year.

The Oahu District Engineer programs and prioritizes all highway projects in the Special Maintenance Program for the next 10 Fiscal Years. During the recession, the Oahu District Engineer had to prioritize and reduce the number highway projects for each fiscal year, due to the reduction of funds for the Special Maintenance Program. This resulted in many programmed highway maintenance projects being pushed back and delayed.

From the 2009 Bridge Inspection Report for the Ihihilauakea Bridge, the concrete girders and beams had been rated 4 (severe condition) which was drastically down from the previous Bridge Inspection Report done in 2007 when the concrete girders and beams had been rated 6 (good condition). The accelerated deterioration of Ihihilauakea Bridge was due to its age of 79 years and the very salty environment.

Our bridge inspectors were put on notice to inspect the Ihihilauakea Bridge on a monthly basis to record the severe deterioration of the concrete beams and girders. In 2010 another Bridge Inspection was completed on the Ihihilauakea Bridge, the Maintenance Engineer and District Engineer were informed of severe deterioration of the bridge's concrete beams and girders. Under normal conditions the repair of the Ihihilauakea Bridge would have been programmed into the Special Maintenance Program probably in by shifting highway maintenance projects.

The Oahu District Engineer was unable to program the Ihihilauakea Bridge onto the Special Maintenance Program because the programmed highway maintenance projects that were already deemed high priority after being pushed back from the previous Fiscal Years Special Maintenance Programs.

In 2012 the strength and integrity of the Ihihilauakea Bridge's concrete beams and girders has been severely compromised. Ihihilauakea Bridge is in need of immediate repair of its concrete beams and girders and can not be delayed.

If the repairs to the Ihihilauakea Bridge are delayed and it is programmed onto the Special Maintenance Program, load restrictions or even complete closure of the bridge may become necessary.

NAGAMINE OKAWA ENGINEERS INC.

CONSULTING STRUCTURAL ENGINEERS

1003 Bishop Street, Suite 2025
Honolulu, Hawaii 96813
Tel: (808) 536-2626

Email: noe@nagamineokawa.com

March 7, 2012

Department of Transportation - Highways Division
Oahu District
727 Kakoi Street
Honolulu, Hawaii 96819

cc: HWY-DB - Paul Santo
HWY-CM - John Williams

Attention: Charles Lee

Subject: Kalaniana'ole Highway Bridge #274 Ihihilauea Stream Bridge
2012 Regular (Routine / Periodic) Bridge Inspection - Critical Findings

Dear Charles,

As requested, a regular (routine/periodic) bridge inspection of the subject bridge was performed by Nagamine Okawa Engineers Inc. (NOEI) on February 24, 2012 (see attached report). The inspection report and this letter serves as the "critical damage report". This bridge is a 2-rib concrete spandrel arch bridge. The inspection has identified several "critical findings" which is defined as a NBIS condition rating of "3" or lower for the bridge superstructure. The "critical findings" are indicated below:

The rating of the concrete arch ribs (NBI Item 59.3) has been down rated to an NBI rating of 3. A rating of 3 means that the arch ribs are in serious structural condition with loss of section due to spalling and widespread delamination of the concrete in both arch ribs. Localized compression failure of the concrete arch rib may be possible, and overall stability of the bridge superstructure could be compromised should a buckling failure of one or both of the arch ribs occur. This could result in collapse of the bridge.

The rating of the concrete curbs on the bridge deck (NBI Item 58.3) has been down rated to an NBI rating of 3. Both upstream and downstream curbs are severely cracked and delaminated, and one longitudinal reinforcing steel bar in upstream curb is completely severed. Local failure of the concrete curb and metal bridge railing could occur should a vehicle impact the curb and railing.

We recommend that repairs to the concrete arch ribs and concrete curbs on the bridge be performed immediately (by no later than July 2012). Should there be any delays in completing the repairs, we recommend limiting the vehicle weights on the bridge and reducing the posted speed limit until the repairs can be completed. Alternatively, temporary shoring of the bridge should be installed.

If you have any questions, please call me at 536-2626.

Very truly yours,
Nagamine Okawa Engineers Inc.



Norman Nagamine, S.E.
President

Attachment: NOEI 2012 bridge inspection report

CPO COMMENTS:

From the 2009 Bridge Inspection Report, the department knew the concrete girders and beams had been rated 4 (severe condition), but deferred maintenance on the bridge. The emergency procurement process is not to be used to rectify a situation that was preventable and caused by deferred maintenance and lack of management. Emergency procurements are to address unanticipated serious situations that require immediate action by a governmental agency that may affect the health and safety of the general public.

This current situation is largely the consequence of deferred maintenance and lack of proper timely response creating the emergency situation. Under normal circumstances, an emergency procurement would not be the appropriate method to use, but the department has been informed that repairs to the concrete arch ribs and concrete curbs on the bridge be performed by no later than July 2012. Any delays may require limiting the vehicle weights on the bridge and reducing the posted speed limit until the repairs can be completed.

Approval is granted limited to the immediate repairs needed, due to the serious deterioration and potential hazard and threat to public safety. The department is reminded that emergency procurement shall not be used to correct management decisions to defer maintenance.

This approval is contingent upon contractor being compliant with HRS section 103D-310(c) and HAR section 3-122-112, (i.e. contractor is required to be compliant on the Hawaii Compliance Express) and award is required to be posted on the Awards Reporting System. When processing payment to contractor the department shall attach a current compliant HCE compliance certificate with the invoice for payment.

If there are any questions, please contact Kevin Takaesu at 586-0568, or kevin.s.takaesu@hawaii.gov.