

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION

SPECIFICATIONS AND PROPOSAL
FOR
REPAIR OF ASPHALT CONCRETE PAVEMENT
AT
KAHULUI AIRPORT
STATE PROJECT NO. BM1320-33
KAHULUI, MAUI, HAWAII

2022

TABLE OF CONTENTS

	<u>Pages</u>
Notice to Bidders.....	NTB-1 to NTB-3
Instruction for Contractor’s Licensing	
Special Provisions.....	SP-1 to SP-12
 SPECIFICATIONS	
<u>PART I – GENERAL PROVISIONS FOR CONSTRUCTION PROJECTS 2016</u> (Not physically included in the bid documents)	
 <u>PART II – TECHNICAL PROVISIONS</u>	
 <u>DIVISION 1 – GENERAL REQUIREMENTS</u>	
Section 01000 – DESCRIPTION OF WORK.....	01000-1 to 01000-6
Section 01560 – ENVIRONMENTAL CONTROLS.....	01560-1 to 01560-6
Section 01561 – CONSTRUCTION SITE RUNOFF PROGRAM.....	01561-1 to 01561-21
Section 01562 – MANAGEMENT OF CONTAMINATED MEDIAS.....	01562-1 to 01562-17
 <u>DIVISION 2 – SITE WORK</u>	
Section 02209 – CRUSHED AGGREGATE BASE COURSE.....	02209-1 to 02209-9
Section 02401 – ASPHALT MIX PAVEMENT.....	02401-1 to 02401-19
Section 02562 – SURFACE PREPARATION AND CRACK SEALING.....	02562-1 to 02562-6
Section 02603 – EMULSIFIED ASPHALT TACK COAT.....	02603-1 to 02603-5
Section 02608 – EMULSIFIED ASPHALT SEAL COAT.....	02608-1 to 02608-10
Section 02620 – RUNWAY AND TAXIWAY MARKINGS	02620-1 to 02620-9
Section 02621 – SAW-CUT GROOVES.....	02621-1 to 02621-6
Section 02623 – EMULSIFIED ASPHALT SPRAY SEAL COAT.....	02623-1 to 02623-7
 <u>DIVISIONS 3 THROUGH 16 (NOT USED)</u>	
 Wage Rate Schedules (not physically included in bid documents)	
Requirements of Chapter 104, HRS.....	1 to 2
Proposal.....	P-1 to P-6
Proposal Schedule.....	P-7 to P-9
Surety Bid Bond.....	BB-1

NOTICE TO BIDDERS
(Chapter 103D, HRS)

SEALED BIDS for REPAIR OF ASPHALT CONCRETE PAVEMENT, KAHULUI AIRPORT, KAHULUI, MAUI, HAWAII, STATE PROJECT NO. BM1320-33, will begin as advertised on September 19, 2022 in HiePRO. Bidders are to register and submit bids through HiePRO only. See the following HiePRO link for important information on registering: <https://hiepro.ehawaii.gov/welcome.html>.

Deadline to submit bids is – 2:00 p.m., Hawaii Standard Time (HST), October 20, 2022. Bids received after said due date and time shall not be considered.

The scope of work consists of asphalt concrete pavement repairs performed at Kahului Airport on an “as-needed” basis.

To be eligible for award, bidders must possess a valid State of Hawaii General Engineering Contractor "A" or Specialty Contractor "C-3" or “C-3a”, license at the time of bidding.

Compliance with Act 192, SLH 2011 is a requirement for this project whereby a minimum of 80% of the bidder's work force on this project **must** consist of Hawaii residents.

A pre-bid conference is scheduled for Monday, September 26, 2022 at 2:00 p.m. Hawaii Standard Time (HST). All prospective bidders or their representatives (employees) are encouraged to attend, but attendance is not mandatory. **Due to the impacts of COVID 19, the pre-bid meeting will be conducted via teleconference. Questions applicable to the Project Specifications should be submitted via HiePRO no later than two days prior to the scheduled date of the pre-bid meeting.**

Dial in number: (808) 913-5230

Phone Conference ID: 757 257 040 #

ALL requests for information (RFI) shall be received in writing via HiePRO no less than 17 calendar days before bid opening. Questions received after the deadline will not be addressed. Verbal requests for information will not receive a response. Anything said at the conference is for clarification purposes and any changes to the bid documents will be made by addendum and posted in HiePRO.

Any protest of this solicitation shall be submitted in writing to the Director of Transportation, in accordance with §103D-701, HRS and §3-126, HAR.

Campaign contributions by State and County Contractors. Contractors are hereby notified of the applicability of Section 11-355, HRS, which states that campaign contributions are prohibited from specified State or county government contractors during the term of the contract if the contractors are paid with funds appropriated by a legislative body. For more information, contact the Campaign Spending Commission at (808) 586-0285.

The Equal Employment Opportunity Regulations of the Secretary of Labor implementing Executive Order 11246, as amended, shall be complied with on this project.

The U.S. Department of Transportation Regulation entitled “Nondiscrimination in Federally-Assisted Programs of the U.S. Department of Transportation,” Title 49, Code of Federal Regulations (CFR), Part 21 is applicable to this project. Bidders are hereby notified that the Department of Transportation will affirmatively ensure that the contract entered into pursuant to this advertisement will be awarded to the lowest responsible bidder without discrimination on the grounds of race, color, national origin or sex (as directed by 23 CFR Part 200).

For additional information, contact Robert “Larry” Miller, Project Manager, by phone at (808) 872-3801, or email at robert.l.miller@hawaii.gov.

The State reserves the right to reject any or all proposals and to waive any defects in said proposals for the best interest of the public.



JADE T. BUTAY
Director of Transportation

Posted:

Sample Forms

Contract

Performance Bond (Surety)

Performance Bond

Labor and Material Payment Bond (Surety)

Labor and Material Payment Bond

Chapter 104, HRS Compliance Certificate

Certification of Compliance for Employment of State Residents

INSTRUCTIONS FOR CONTRACTOR'S LICENSING

"A" general engineering contractors and "B" general building contractors are reminded that due to the Hawaii Supreme Court's January 28, 2002 decision in Okada Trucking Co., Ltd. v. Board of Water Supply, et al., 97 Haw. 450 (2002), they are prohibited from undertaking any work, solely or as part of a larger project, which would require the general contractor to act as a specialty contractor in any area where the general contractor has no license. Although the "A" and "B" contractor may still bid on and act as the "prime" contractor on an "A" or "B" project (*See, HRS § 444-7 for the definitions of an "A" and "B" project.*), respectively, the "A" and "B" contractor may only perform work in the areas in which they have the appropriate contractor's license (*An "A" or "B" contractor obtains "C" specialty contractor's licenses either on its own, or automatically under HAR § 16-77-32.*). The remaining work must be performed by appropriately licensed entities. It is the sole responsibility of the contractor to review the requirements of this project and determine the appropriate licenses that are required to complete the project.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION

SPECIAL PROVISIONS

SPECIAL PROVISIONS

The following additional amendments to the General Provisions are applicable to this project:

1.3 DEFINITIONS is amended as follows:

The definition for Subcontractor is deleted in its entirety and replaced with the following:

Subcontractor – An individual, partnership, firm, corporation, joint venture or other legal entity, as licensed or required to be licensed under Chapter 444, Hawaii Revised Statutes, as amended, which enters into an agreement with the Contractor to perform a portion of the work.

The following definitions shall be added:

AASHTO - The American Association of State Highway and Transportation Officials.

Access Road - The right-of-way, the roadway and all improvements constructed thereon connecting the airport to a public roadway.

Air Operations Area (AOA) - The term air operations area (AOA) shall mean any area of the airport used or intended to be used for the landing, takeoff, or surface maneuvering of aircraft. An air operation area shall include such paved or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runway, taxiway, or apron.

Apron - Area where aircraft are parked, unloaded or loaded, fueled and/or serviced.

ASTM International (ASTM) - Formerly known as the American Society for Testing and Materials (ASTM).

Building Area - An area on the airport to be used, considered, or intended to be used for airport buildings or other airport facilities or rights-of-way together with all airport buildings and facilities located thereon.

Certificate of Analysis (COA) - The COA is the manufacturer's Certificate of Compliance (COC) including all applicable test results required by the specifications.

Certificate of Compliance (COC) - The manufacturer's certification stating that materials or assemblies furnished fully comply with the requirements of the contract. The certificate shall be signed by the manufacturer's authorized representative.

Contractors Quality Control (QC) Facilities - The Contractor's QC facilities in accordance with the Contractor Quality Control Program (CQCP).

Contractor Quality Control Program (CQCP) - Details the methods and procedures that will be taken to assure that all materials and completed construction required by the contract conform to contract plans, technical specifications and other requirements, whether manufactured by the Contractor, or procured from subcontractors or vendors.

Control Strip - A demonstration by the Contractor that the materials, equipment, and construction processes results in a product meeting the requirements of the specification.

Drainage System - The system of pipes, ditches, and structures by which surface or subsurface waters are collected and conducted from the airport area.

Extra Work - An item of work not provided for in the awarded contract as previously modified by change order or supplemental agreement, but which is found by the Owner's Engineer or Resident Project Representative (RPR) to be necessary to complete the work within the intended scope of the contract as previously modified.

FAA - The Federal Aviation Administration. When used to designate a person, FAA shall mean the Administrator or their duly authorized representative.

Force Account – a) Contract Force Account - A method of payment that addresses extra work performed by the Contractor on a time and material basis. b) Owner Force Account - Work performed for the project by the Owner's employees.

Intention of Terms - Whenever, in these specifications or on the plans, the words "directed," "required," "permitted," "ordered," "designated," "prescribed," or words of like import are used, it shall be understood that the direction, requirement, permission, order, designation, or prescription of the Engineer and/or Resident Project Representative (RPR) is intended; and similarly, the words "approved," "acceptable," "satisfactory," or words of like import, shall mean approved by, or acceptable to, or satisfactory to the Engineer and/or RPR, subject in each case to the final determination of the Owner. Any reference to a specific requirement of a numbered paragraph of the contract specifications or a cited standard shall be interpreted to include all general requirements of the entire section, specification item, or cited standard that may be pertinent to such specific reference.

Lighting - A system of fixtures providing or controlling the light sources used on or near the airport or within the airport buildings. The field lighting includes all luminous signals, markers, floodlights, and illuminating devices used on or near the airport or to aid in the operation of aircraft landing at, taking off from, or taxiing on the airport surface.

Major and Minor Contract Items - A major contract item shall be any item that is listed in the proposal, the total cost of which is equal to or greater than 20% of the total amount of the award contract. All other items shall be considered minor contract items.

Owner - The term "Owner" shall mean the party of the first part or the contracting agency signatory to the contract. Where the term "Owner" is capitalized in this document, it shall mean airport Sponsor only. The Owner for this project is the State of Hawaii, Department of Transportation, Airports Division.

Pavement Structure - The combined surface course, base course(s), and subbase course(s), if any, considered as a single unit.

Payment Bond - The approved form of security furnished by the Contractor and their own surety as a guaranty that the Contractor will pay in full all bills and accounts for materials and labor used in the construction of the work.

Performance Bond - The approved form of security furnished by the Contractor and their own surety as a guaranty that the Contractor will complete the work in accordance with the terms of the contract.

Project - The agreed scope of work for accomplishing specific airport development with respect to a particular airport.

Proposal Guaranty - The security furnished with a proposal to guarantee that the bidder will enter into a contract if their own proposal is accepted by the Owner.

Quality Assurance (QA) - Owner's responsibility to assure that construction work completed complies with specifications for payment.

Quality Control - Contractor's responsibility to control material(s) and construction processes to complete construction in accordance with project specifications.

Quality Assurance (QA) Inspector - An authorized representative of the Engineer and/or Resident Project Representative (RPR) assigned to make all necessary inspections, observations, tests, and/or observation of tests of the work performed or being performed, or of the materials furnished or being furnished by the Contractor.

Quality Assurance (QA) Laboratory - The official quality assurance testing laboratories of the Owner or such other laboratories as may be designated by the Engineer or RPR. May also be referred to as Engineer's, Owner's, or QA Laboratory.

Resident Project Representative (RPR) - The individual, partnership, firm, or corporation duly authorized by the Owner to be responsible for all necessary inspections, observations, tests, and/or observations of tests of the contract work performed or being performed, or of the materials furnished or being furnished by the Contractor, and acting directly or through an authorized representative.

Runway - The area on the airport prepared for the landing and takeoff of aircraft.

Runway Safety Area (RSA) - A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft. See the construction safety and phasing plan (CSPP) for limits of the RSA.

Subgrade - The soil that forms the pavement foundation.

Supplemental Agreement - A written agreement between the Contractor and the Owner that establishes the basis of payment and contract time adjustment, if any, for the work affected by the supplemental agreement. A supplemental agreement is required if: (1) in scope work would increase or decrease the total amount of the awarded contract by more than 25%; (2) in scope work would increase or decrease the total of any major contract item by more than 25%; (3) work that is not within the scope of the originally awarded contract; or (4) adding or deleting of a major contract item.

Taxilane - A taxiway designed for low speed movement of aircraft between aircraft parking areas and terminal areas.

Taxiway - The portion of the air operations area of an airport that has been designated by competent airport authority for movement of aircraft to and from the airport's runways, aircraft parking areas, and terminal areas.

Taxiway/Taxilane Safety Area (TSA) - A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an aircraft. See the construction safety and phasing plan (CSPP) for limits of the TSA.

2.8 PREPARATION AND DELIVERY OF BID is amended as follows: Last Paragraph (line 189 to 192) shall be replaced with the following:

“The bidder shall submit the proposal in HiePRO. Bids received after said due date and time shall not be considered. Original bid documents do not have to be submitted. Award will be made based on proposals submitted in HiePRO.”

2.11 BID SECURITY - delete Section 2.11(a) in its entirety and replace with the following:

“(a) Each bid shall be accompanied by bid security which is intended to protect the Department against failure or refusal of a bidder to execute the contract for the work bid or to supply the required performance and payment bonds. In as much as the Contract to be executed is an Open-End contract under which the contract price, or total amount to be paid the Contractor cannot be determined at the time the contract is executed, the bid security required shall be as follows:

Bid Security Amount\$75,000.00

Bid security shall be one of the following forms:

1. A deposit of legal tender,
2. A valid surety bid bond, underwritten by a company licensed to issue bonds in the State of Hawaii, or
3. A certificate of deposit; credit union share certificate; or cashier's, treasurer's, teller's' or official check drawn by or a certified check accepted by a bank, savings institution, or credit union insured by the Federal Deposit Insurance Corporation (FDIC) or the National Credit Union Administration (NCUA) and payable at sight or unconditionally assigned to the Department. These instruments may be utilized only to a maximum of one hundred thousand dollars (\$100,000.00). If the required amount totals over one hundred thousand dollars (\$100,000.00), more than one instrument not exceeding one hundred thousand dollars (\$100,000.00) each and issued by different financial institutions shall be accepted.”

2.12 PRE-OPENING MODIFICATION OR WITHDRAWAL OF BIDS is amended by deleting 2.12 Pre-Opening Modification or Withdrawal of Bids in its entirety and replaced with the following:

“A bidder may withdraw or revise a proposal after the bidder submits the proposal in HiePRO. Withdrawal or revisions of proposal must be completed before the time set for the receiving of bids.”

2.14 PUBLIC OPENING OF BIDS is amended by deleting 2.14 Public Opening of bids in its entirety

2.20 BID EVALUATION AND AWARD is amended as follows: Paragraph (a) shall be replaced with the following:

“(a) The award shall be made to the lowest, responsive, responsible bidder within ninety (90) days after bid opening and shall be based on the criteria set forth in the invitation for bids. The Department may request the bidders to allow the Department to consider the bids for the issuance of an award beyond the 90 day period. Agreement to such an extension must be made by a bidder in writing. Only bidders who have agreed to such an extension will be eligible for the award.”

“(c) Prior to execution of the contract, the successful bidder shall file a good and sufficient performance bond and payment bond on the forms furnished by the Department, each in the amount equal to the following:

Performance and Payment Bond.....\$1,500,000.00”

4.12 UTILITIES AND SERVICES - is amended as follows:

Add the following after the last paragraph:

“(e)Repairs and Outages.

- (1) The Contractor shall have available on 24-hour call sufficient specialty contractors, such as electrical and plumbing contractors, to repair any damage to existing facilities that might occur as a result of construction operations regardless of when the damage might occur.
- (2) Outage: Written requests for power outage, communication changes, and water and sewer connection outages shall be submitted to the Engineer at least seven (7) days in advance or as specified in other sections of these specifications. Outages will be restricted to non-peak operational hours between midnight and 6:00 a.m."

7.21 PUBLIC CONVENIENCE AND SAFETY - is hereby added to the General Provisions:

"It shall be especially noted by the Contractor that the area directly adjacent to the existing in use runways and taxiways, is an extremely hazardous area and that very strict controls will apply throughout the entire period required to complete all work within 500 feet from the edge of an in use runway and 180 feet from the edge of an in use taxiway.

The Contractor shall familiarize himself with the Airport Certification Manual available for review at the Airport Manager's Office and shall comply with its requirements.

The Contractor is responsible for the security of access points to the Airport Operational Area that are located within the limits of construction and will be fined \$1,000 per incident for any breach of security at these locations. All gates leading into the AOA shall be kept locked and if required to be open, the Contractor shall provide professional security guards to attend gates. The guards must be approved by the Director and shall be required to attend a training session conducted by the Airport Manager prior to gate assignment."

8.20 LIMITATION OF OPERATIONS: is hereby added to the General Provisions:

"The following limitations shall be observed by the Contractor when operating within 75 feet from the edge of any taxiway.

General - The Contractor shall schedule his operations to minimize interference with the movement of aircraft or passengers as may be required by the Engineer. The Contractor shall be responsible to alert all of his personnel to the location of power and signal cables installed for the operation of the airport. The Contractor shall control his operations in a manner to preclude any possible damage to those cables. Utility companies shall be notified by the Contractor one week before commencement of work. The Contractor shall give notice to the Engineer in writing, at least 168 hours before operating within 75 feet from the edge of any taxiway and the Engineer will assure himself that the Airport Management personnel are notified in sufficient time to publish the warning (NOTAM). The Contractor shall immediately repair any damages to the existing perimeter fence to prevent inadvertent

entry to the Airport Operation Area (AOA).

Work in Vicinity of Runways and Taxiways in Use - Under the terms of this contract, it is intended that work shall be completed without disturbing the paved surface of existing runways and taxiways, unless shown otherwise on the plans.

Aircraft traffic shall not be interrupted. The Contractor shall schedule to work within 75 feet of the taxiway as directed by the Airport Management. No ruts, holes, or open trenches of 3 inches or more in depth and no objects or material 3 inches or more in height shall be permitted within the safety area when the airfield is in operation in conformance to Federal Aviation Regulation Part 139. The Contractor is also informed that Airport Zoning Regulations dictate that a 'clear zone' be maintained 500 feet on each side of an active runway, to be known as a hazardous area. The Contractor shall comply with all regulations governing ground operations within hazardous areas. The following FAA Advisory Circulars or later versions and FAA Regulations specify these requirements.

AC 150/5210-5D Painting, Marking, and Lighting Vehicles Used on an Airport, dated April 2010

AC 150/5340-1M Standards for Airport Markings, dated May 2019

AC 150/5370-2G Operational Safety on Airports During Construction, dated December 2017

FAA Regulations Objects Affecting Navigable Airspace Part 77

The Contractor shall keep all personnel and equipment off the areas not specifically designated for work under this Contract. At all times when the Contractor's equipment is not in use, the equipment shall be moved outside the hazardous areas to an area designated by the Engineer. Under no condition shall equipment be parked or material stored within the hazardous areas.

Failure on the part of the Contractor to abide by the above will result in suspension of work.

Authority of Control Tower Personnel - With the exception of actual construction methods, the airport control tower personnel will have full authority to control the Contractor's movements within the existing taxiway. When required, the Contractor shall maintain a constant radio vigil within all work areas and in addition shall keep at least one flagman on duty with the radio man. When notified by the control tower to temporarily halt operations, it shall be the duty of the flagman, through the use of appropriate methods (lighted flares shall not be used under any circumstances), to notify all operators of equipment and other personnel to cease work and move men and equipment off of hazardous areas. Contractor shall provide, at his own expense, the necessary radio and equipment including a radio equipped mobile vehicle to maintain contact with control tower personnel at all times during job performance. A transceiver operating at a frequency designated by the Engineer to communicate with the Control Tower.

Marking of Hazardous Areas - The Engineer will designate areas that are hazardous for aircraft. The Contractor shall provide red blinker lights spaced not more than 50 feet apart around all hazardous areas and areas of work within 75 feet of any taxiway. Such systems shall be subject to approval by the Engineer. The Contractor shall have personnel on call 24 hours per day for the emergency maintenance of hazard markings.

The Contractor shall provide red flags not less than 20 inches square in addition to the red blinker lights. When danger flags are made of fabric, a wire stiffener shall be used to hold the flags in an extended position. Flags shall be so mounted that they do not produce a hazard. The red danger flags shall be spaced not more than 50 feet apart around all areas of work within 75 feet of any taxiway.

All systems proposed by the Contractor for lighting and barricading shall be submitted to the Engineer for review prior to installation. The Contractor shall install all flags, lighting and barricades as required by the Engineer. Such systems shall be subject to approval by the Engineer.

Storage of Equipment and Materials - At the end of each working shift, all of the Contractor's equipment shall be withdrawn to an area designated by the Engineer. The Contractor shall park all equipment in an orderly fashion and place a sufficient number of red flasher lights to identify these areas. Materials stored within the airport shall be so placed and the work shall, at all times, be so conducted as to cause no greater obstruction to the air and ground traffic than is considered necessary by the Engineer. No runways, taxiways or roadways shall be closed or opened, except by permission of the Engineer.

Utilities - The Contractor shall provide for the protection of all utilities from damages in areas to be traversed by his vehicles and equipment. If required, buried cables and utility lines shall be protected by mounding earth over the cables or by any other method approved by the Engineer.

The Contractor shall notify representatives of the owner, agencies, and other affected organizations at least 48 hours prior to working in any area containing the facilities of these organizations.

Failure to notify the owning organization will prevent authorization to work in a specific area.

Archaeological Features - Any archaeological features such as petroglyphs, burial sites, and artifacts discovered or unearthed during the performance of the work shall immediately be brought to the attention of the Engineer and all work that would damage or destroy these features shall be discontinued. The Engineer will decide, after proper investigation, to salvage or abandon such artifacts."

8.21 OPERATION OF CONTRACTOR'S MOTOR VEHICLE AND PERSONNEL IN RESTRICTED AIR OPERATIONS AND MOVEMENT AREAS is hereby added to the General Provisions:

"The contractor shall conform with the all sections of the "State of Hawaii, Department of Transportation, Airports Division, Contractor's Training Guide" pertaining to access and operation in the Airport Operation Area (AOA) hereinafter described as follows:

"A. Motor Vehicles in Airport Operation Area

for safety reasons, the operation of motor vehicles in the AOA must conform with all applicable State Airport rules and regulations."

B. Motor Vehicle Access Permit

Each motor vehicle operated in the AOA is required to:

1. Meet all State licensing registration and safety requirements and be specifically licensed for operation in the AOA.
2. Meet all insurance requirements.
3. Be restricted to operation by those persons qualified to drive the vehicle and in possession of a current Ramp Driver's License and applicable Motor Vehicle Operator's License.

C. The operators of motor vehicles in the AOA shall be responsible for meeting the following insurance requirements.

1. Licensed Vehicles

As a condition for authorization to enter the AOA, the Contractor shall provide evidence of vehicle liability insurance in the form of a Certificate of Insurance issued by an authorized insurance carrier. Automobile Liability and general Liability (combined single limit, Bodily Injury and Property Damage, per occurrence) shall be required in the applicable minimum limits specified below:

- a. Daniel K. Inouye International Airport

- (1) Standard AOA clearance....\$5,000,000
- (2) Limited AOA clearance\$1,000,000 Limited AOA clearance is defined as operations restricted to Diamond head and Ewa Concourses second level roadways and connecting third level main terminal roadway only, with entry and exit via Security Access Point "C" (Primary) and Access Point "A" (Secondary)

b. Other Airports

Standard AOA clearance.....\$1,000,000
 Standard AOA clearance is defined as any portion of a public Airport from which the public is restricted by fences or appropriate signs and no leased or demised to anyone for exclusive use and shall include runways, taxiways, all ramp and apron areas, aircraft parking and storage areas, fuel storage areas, maintenance areas, and any other area of a public Airport used or intended to be used for landing, takeoff, or surface maneuvering of aircraft or used for embarkation or debarkation of passengers.

2. Unlicensed Vehicles

Airport Liability (or General Liability) shall be required in the applicable minimum limits specified below:

a. Daniel K. Inouye International Airport, Kahului Airport and Ellison Onizuka Kona International Airport at Keahole

AOA clearance.....\$5,000,000

b. All other Airports

AOA clearance.....\$1,000,000

- 3. Specifically name the State of Hawaii as additionally insured.
- 4. Indicate that the Airport Engineer will be provided with a 30-day written prior notice of policy cancellation or material change in coverage or conditions.

D. Operator's Permit

- 1. No person shall operate a motor vehicle on the AOA unless he holds and carries on his person a current Airport Motor Vehicle operator's permit issued by the State of Hawaii, Department of Transportation, Airports Division.
- 2. Operator's permits will only be issued to persons who apply through the Airport District Security Office and pass a written exam covering those portions of the Airport Rules and Regulation relating to the operation of vehicles in Airport Operations Areas.

E. Authorized Vehicles

- 1. Only vehicles considered operationally safe and necessary for the performance of this contract may be allowed to operate in the AOA.
- 2. All motor vehicles must be painted in such a manner so as to be easily identifiable and must carry the Contractor's name on each side. These signs may be of a temporary nature applied to the side windows or doors.

The lettering shall be in bold characters of a minimum of four (4) inches in height and one and one-half (1-1/2) inches in widths, the height of logos should be a minimum of six (6) inches.

3. The Contractor's operations on, over, across, and/or immediately adjacent to any runway and/or taxiway at a towered airport shall require the use of two-way radio communication. The Contractor shall obtain the necessary equipment at his own expense.
4. No person shall operate a motor vehicle on the AOA unless he holds and carries on his person a current Motor Vehicle Operator's Permit issued by the Airport Manager.
 - a. The Motor Vehicle Operator's Permit will be issued only to persons who apply through the Airport Security Section and pass a written exam covering those portions of the Airport Rules and Regulations relating to the operation of vehicles in the AOA.
 - b. Permits issued may be suspended or revoked for cause at any time by the Airports Division.

F. Airport Operation Area Construction Pass

1. Issuance of Airport Operation Area (AOA) Construction Passes shall be limited to contractors, subcontractors, companies, organizations, individuals engaged in authorized and approved construction activity which requires a continuing need for entry into the AOA or Airfield Movement Areas Request letters for such passes must be made to the Airport District Manager's Office in accordance with the Contractors Training Guide or applicable District requirements.
2. As a condition for security area clearance, applicants must comply with Transportation Security Regulation 1542 which requires a ten-year background Criminal History Records Check for those individuals employed under this contract.

G. Access to Movement Areas

1. Movement areas shall mean all of the runways and taxiways of the Airport which are utilized for taxiing, takeoff, and landing of aircraft.
 - a. Any vehicle which requires access to the movement area shall be equipped with operational radio equipment capable of positive two-way contact with Tower/Ground Control.
 - b. Operators of vehicles in movement areas must possess knowledge and familiarity with restricted and airfield movement areas, operational rules, regulations, and procedures, or be under direct escort by individuals meeting all of the above requirements.
2. Vehicle Operations on Movement Areas
 - a. No vehicle shall proceed across any runway unless specifically cleared by Tower/Ground Control.
 - b. The operator of a vehicle in the movement area shall not leave his vehicle

unless continuous radio contact is maintained with the Tower/Ground Control while he is away from his vehicle.

- c. Any vehicle proceeding onto the movement area between the hours of sunset and sunrise shall be equipped with an overhead flashing light which is visible for one (1) mile, unless such vehicle is being escorted by another vehicle so equipped.
- d. All vehicles operated on the movement area between sunrise and sunset except those being escorted, shall operate an overhead amber or red flashing beacon visible for at least one (1) mile; or display a flag at least three (3) feet square with orange and white checkered squares of not less than one (1) foot on each side.

H. Runway and Taxiway Closure

1. Requests for runway or taxiway closures, or for any work which affect operational conditions at the airport must be made in writing through the Airport Engineering Branch.
2. Temporarily closed runways require placement of a lighted "X" runway closure marker on top of the runway identification numerals at both ends of the closed runway.
3. Taxiway closures require placement of barricades with alternate orange and white markings at each end of the closed taxiway segment. Barricades must be supplemented with flashing red lights. The intensity of the lights and spacing for barricades, and lights must adequately define and delineate the hazardous area.

I. Gate Guards Furnished by Contractors

1. If a contractor is permitted by the airport to maintain operational control of an AOA Access Gate, entry through such gate shall be controlled by the posting of a gate guard.
 - a. Written instruction will be provided, outlining the guard's duties to enforce those requirements and provisions prescribed by the airport's security program to include all personnel and vehicle entry and access requirements.
 - b. Procedures will be established to identify the actions which will be undertaken by the guard in calling for assistance.
 - c. An approved emergency communications procedure will be established.

J. Compliance

1. The contractor shall comply with all regulations and rules governing the Air Operations Areas during construction, as specified in the following or later versions:
 - a. Hawaii Revised Statutes, Title 19, Administrative Rules for Public Airports.
 - b. Federal Aviation Administration Advisory Circular AC 150/5340-1, Standards for Airport Markings; AC 150/5370-2, Operational Safety on Airports During Constructions.

K. Enforcement Authorization

Act 21, Section 1, Section 261-17(a), HRS; Federal Aviation Administration Regulations, Part 139, Part 107.

L. Right of Rejection or Revocation

The State of Hawaii, Airports Division, reserves the right to withhold, deny or revoke any airport security clearance, licenses or permits to any individual or organization who fails to meet the prescribed or required access area clearance criteria to include background investigation information, or fails to observe or comply with established rules, regulations, and directives.

It should be clearly understood that such denial or revocation is based solely on airport security or safety considerations and does not in any way constitute a determination by the State with regard to private employment by any individual or organization."

-----END OF SECTION-----

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION

SPECIFICATIONS

PART I

GENERAL PROVISIONS

The Hawaii Department of Transportation AIR and WATER Transportation Facilities Division General Provisions for Construction Projects dated 2016 is not physically included in these specifications. The General Provisions are available at

<http://hidot.hawaii.gov/administration/con/>

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HONOLULU, HAWAII

SPECIFICATIONS

PART II

TECHNICAL PROVISIONS

SECTION 01000 - DESCRIPTION OF WORK

PART 1 – GENERAL

1.1 RELATED DOCUMENTS

The General Provision of the contract, including the General Provisions for Construction Projects (2016), Special Provisions, and General Requirements of the Specifications, apply to the work specified in this section.

1.2 SUMMARY OF WORK

The work to be performed under this Contract is on an as-needed basis as determined by the State. Work shall include all labor, equipment, and materials necessary to complete the following work items:

- A. Apply herbicide.
- B. Clear vegetation and clean cracks.
- C. Route and seal pavement cracks.
- D. Reconstruct aggregate base course.
- E. Construct asphalt pavement patches.
- F. Apply emulsified asphalt seal coat.
- G. Sawcut pavement grooves.
- H. Airfield marking application.

1.3 LOCATION OF THE WORK

- A. The work to be performed under this contract is located at:
Kahului Airport, Maui Island
- B. Projects are within a controlled area closed to public access, the Airports Operational Area (AOA). The Contractor shall meet requirements for working within the AOA as described in the Paragraph 1.4 AOA Safety and Security.
- C. The airport shall remain operational at all times. Any damages to existing areas caused by the Contractor shall be repaired by the Contractor at no cost to the State.

1.4 AOA SAFETY AND SECURITY

- A. AOA Badges – All personnel accessing the AOA shall have AOA Badges with unescorted access issued by the Airport. AOA temporary escort badges shall be used only when the State determines that an emergency requires such use.
- B. AOA Access Points – The Contractor shall be assigned only one access point for work phase. All personnel, vehicles, and equipment must enter and exit the AOA only through the assigned access point.
- C. AOA Access Gates – Should the Contractor’s assigned AOA access point be through an unguarded gate, the Contractor shall coordinate with the State to open and close the access gate. If the State determines that airport personnel are not available to provide gate access, the Contractor shall be responsible for the following:
 - 1. Obtain AOA access gate keys from the Airport Security Office including any security deposit for the key(s).
 - 2. Provide a gate guard familiar with all AOA security access requirements; knowledge of AOA access badge, AOA vehicle decal, and airport vehicle operator requirements; and a communication device and instructions to call for assistance whenever problems occur.
 - 3. Proper control of the access gate in accordance with all airport security procedures.
 - 4. Close the AOA gate during periods of prolonged inactivity and close and lock the gate whenever the gate is not in use or is unattended.
- D. The Contractor shall develop a Construction Safety and Phasing Plan for the proposed work on the airfield and submit to the Airport Manager for approval.

1.5 AOA OPERATIONAL REQUIREMENTS

The Contractor shall be responsible for all their personnel and vehicle movements on the AOA. Should the State determine that a driver is failing to comply with airport regulations or instructions, the driver may be terminated or suspended and required to undergo additional training.

- A. AOA Communication Devices – The Contractor shall have a dedicated radio monitoring person on the AOA whenever Contractor personnel are on site. The radio monitoring person’s sole responsibility shall be to monitor the radio and relay any necessary instructions to the work crews. The radio monitoring person shall have no other duties while on the AOA. The Contractor shall provide the following communication devices:
 - 1. A two-way radio capable of communicating on aviation frequencies including but not limited to:

Kahului Airport – 118.7 (Tower) and 121.9 (Ground)
Cellular telephone with a listing of all required emergency contact numbers.

- B. AOA Travel Routes – The Contractor will be assigned only one travel route per work area and shall ensure that all their personnel, vehicles, and equipment traverse the AOA only along the designated route. If the State determines that an emergency has made the designated route unusable, a temporary travel route will be assigned.
- C. AOA Authorized Vehicles – Only vehicles considered safe and required to complete the Contractor’s work shall be allowed to operate on the AOA. Each vehicle operating on the AOA must possess:
 - 1. An AOA vehicle decal obtained from the Airport Security Office and displayed on the driver side front bumper. AOA temporary vehicle decals shall only be issued when the State determines that an emergency requires such use.
 - 2. Insurance coverage as required by Article 7.1 of the General Provisions and as amended by the Airports Division Supplement to the General Provisions.
- D. Vehicle and Equipment Requirements on the AOA – Each vehicle and driven piece of equipment shall possess the following when operating on the AOA.
 - 1. Operations occurring at night or during periods of poor visibility shall require a flashing amber beacon mounted to the vehicle/equipment’s highest point.
 - 2. Daylight operations with clear visibility shall require a checkered orange and white flag attached to a staff that is mounted to each vehicle/equipment in lieu of a flashing amber beacon. The flag shall be at least 3 foot square with a checkered pattern of international orange and white squares that are at least 1 foot on each side.
 - 3. Placards shall be on both sides of each vehicle or equipment at all times to identify the vehicle or equipment owner. Placards shall contain the company name in letters at least 4” tall or company logo at least 6” high.
 - 4. All additional equipment marking, lighting, and positioning that may be required by the FAA.
- E. AOA Drivers – All people operating a vehicle or any driven piece of equipment on the AOA shall possess the following license, permit, and expertise:
 - 1. Current and valid Hawaii State Driver’s License.
 - 2. Current and valid Airport Vehicle Operator’s Permit.
 - 3. Complete airport familiarization.
 - 4. An understanding and ability to identify the following;
 - a. All RSAs and TSAs.
 - b. All AOA Markings, Lighting, and Signing
 - c. The need for control of FOD.

- d. All AOA Equipment for Aircraft.
 - e. All AOA critical areas.
 - f. All AOA travel routes for the various work phases.
5. An understanding and ability to follow all ground vehicle operation and communication requirements while operating on the AOA.
- F. Airport Vehicle Operator's Permit - Shall only be issued to people that apply through the Airport Security Office, and pass a written exam covering portions of the Airport Rules and Regulations related to vehicle operations on the AOA. The State may suspend or revoke an issued permit at any time for cause.
- G. AOA Traffic Control - The Contractor shall furnish and provide the following traffic control devices as needed:
- 1. Runway Lighted X's - Whenever working within an RSA.
 - 2. Low-Profile Barricades - Shall be used to designate areas closed to aircraft traffic and shall meet the requirements of AC 150/5370-2 (latest version).
- H. AOA FOD Control - The Contractor shall keep all work areas, AOA travel routes, and all adjacent areas clean at all times. Unless otherwise directed by the Airport Manager, the Contractor shall properly haul and dispose all removed pavement materials and collected debris to a site off the Airport. The State will notify the Contractor to perform remedial cleaning whenever their FOD Control Operations are unsatisfactory. Upon notification, the Contractor shall be at the jobsite ready to perform remedial cleaning within one hour. Notification by telephone will be deemed as official.
- I. Airport Staging Areas - The Contractor shall only stage its vehicles and equipment at State approved areas. No vehicle/equipment shall park within 4' of a security fence. Demarcation of the staging area shall be as follows:
- 1. Weighted Lighted Barricades shall be place around the staging area perimeter at a maximum of 20' on center; and
 - 2. Yellow Barrier Tape with the words" CAUTION DO NOT ENTER" continuously printed on the tape shall be used with barricades to demarcate the staging area perimeter.

1.6 COORDINATION OF CONSTRUCTION ON THE AOA

Work on the AOA requires Rwy and Twy closures that demand proper notification to numerous agencies responsible for public safety; hence, the Contractor shall only cancel work through the Airport Manager, Airport Operations Manager, or Airport Duty Manager. Whenever a cancellation is not made, and the Contractor is not at the assigned AOA Access Point within 30-minutes of the start time; all Contractor closures will be cancelled. The Contractor shall reimburse the State \$600.00 for every cancellation the State deems

unjustified. The reimbursement is to compensate the State for all unnecessary costs related to canceling existing and coordinating new closures.

1.7 CONSTRUCTION LIGHTING REQUIREMENTS

Should any part of the work area lack sufficient sunlight, the Contractor shall provide sufficient artificial lighting to permit the work and inspection to be carried out efficiently, thoroughly, safely, and satisfactorily. Work and inspections shall not be performed with only flashlights and/or vehicle/equipment headlights. All lights shall be positioned so they do not blind aircraft pilots, or FAA-ATCT controllers. All wiring for electrical lights and power shall be properly installed, maintained, securely fastened and kept as far as possible from telephone and signal wires.

1.8 ENVIRONMENTAL AND HEALTH REQUIREMENTS

The Contractor shall perform the following in accordance with all applicable federal, state, local, and airport rules and regulations related to environmental pollution control, abatement, and fire code.

- A. Airport Water - Airport water shall not be drawn from a tap lacking a reverse pressure principal backflow prevention device. Water valves shall be opened and closed so that water hammers are not produced. The Contractor shall furnish and install this type of equipment, as well as all fittings, appurtenances and bracings needed for the proper installation; and the Contractor shall remove all devices upon completion of their work.
- B. Waste Disposal - Shall be performed properly. Materials shall not be burned, and construction wastes shall not be disposed into Airport storm water or sewer systems.
- C. Restoration - Completely restore, to an acceptable condition, staging areas, work areas, AOA travel routes, and areas adjacent to the aforementioned.
- D. Vehicle/Equipment Leaks and Material Spills - Shall be handled by the following five-step process and pertains to all fluids other than potable water.
 - 1. All leaked or spilled fluids shall immediately be kept from entering the Airport storm water and sewer systems.
 - 2. All fluid leaks or spills shall be respectively fixed or stopped, immediately after ensuring that the fluids are kept out of the Airport storm water and sewer systems.
 - 3. All areas containing the leaks or spills shall be properly cleaned and restored.
 - 4. Dispose all wastes per Paragraph 1.11.B above.
 - 5. Submit proper documentation to the State showing that all leaks or spills were properly cleaned and disposed.
- E. Dust Control - Is required during all interior and exterior construction operations.

1.9 OTHER REQUIREMENTS

The Contractor shall also comply with the following requirements should they arise.

- A. Any new TSA security requirement.
- B. Any additional operational safety requirements generated by the FAA.
- C. Provide additional lights along AOA travel routes should the Engineer deem additional safety enhancements are needed.
- D. Any new environmental and health requirements generated by the EPA or DOH.

PART 2 – PRODUCTS (Not Used)

PART 3 – EXECUTION (Not Used)

PART 4 – MEASUREMENT AND PAYMENT

4.1 BASIS OF MEASUREMENT AND PAYMENT

All work under this section will not be measured nor paid for separately but shall be considered incidental to and included in the bid prices for the various items of work in this project.

PART 5 – ATTACHMENTS (Not Used)

SECTION 01560 - ENVIRONMENTAL CONTROLS

PART I – GENERAL

1.1 RELATED DOCUMENTS

- A. The General Provisions, Special Provisions, and Technical Provisions, apply to the work specified in this section. Special attention is directed to the following Articles:
1. State of Hawaii, Air and Water Transportation Facilities Division, General Provisions for Construction Projects, Article VI, Control of Materials, Paragraph 6.8 Non-Conforming Materials.
 2. State of Hawaii, Air and Water Transportation Facilities Division, General Provisions for Construction Projects, Article VII, Legal Relations and Responsibility to Public, Paragraph 7.14 Pollution Control and Protection of Archeological Historical, and Burial Sites.
 3. State of Hawaii, Air and Water Transportation Facilities Division, General Provisions for Construction Projects, Article VII, Legal Relations and Responsibility to Public, Paragraph 7.17 Contaminated or Hazardous Items and Material; Regulated Items and Material; Waste.
 4. Section 01561 Construction Site Runoff Control Program.
 5. Section 01562 Management of Contaminated Media.
- B. The latest version of the State of Hawaii, Department of Transportation, Airports Division (DOTA) Construction Activities BMP Field Manual.

1.2 ENVIRONMENTAL PROTECTION

With the exception of those measures set forth elsewhere in these specifications, environmental protection shall consist of the prevention of environmental pollution as the result of construction operations under this contract. For the purpose of this specification, environmental pollution is defined as the presence of chemical, physical, or biological elements or agents which adversely affect human health or welfare, unfavorably alter ecological balances of importance to human life, affect other species of importance to man, or degrade the utilization of the environment for aesthetic and recreational purposes.

1.3 APPLICABLE REGULATIONS

In order to provide abatement and control of environmental pollution arising from the construction activities of the Contractor and their Subcontractors in the performance of this contract, the work performed shall comply with the intent of all applicable Federal, State, and Local laws and regulations concerning environmental pollution control and abatement, including, but not limited to, the following regulations:

- A. State of Hawaii, Department of Health, Administrative Rules, Chapter 55, WATER POLLUTION CONTROL; Chapter 54, WATER QUALITY STANDARDS.
- B. State of Hawaii, Department of Health, Administrative Rules, Chapter 59, AMBIENT AIR QUALITY, Chapter 60.1, AIR POLLUTION CONTROL.
- C. State of Hawaii, Department of Health, Administrative Rules, Chapter 42, VEHICULAR NOISE CONTROL.
- D. State of Hawaii, Department of Health, Administrative Rules, Chapter 46, COMMUNITY NOISE CONTROL.
- E. State of Hawaii, Occupational Safety and Health Standards, Title 12, Department of Labor and Industrial Relations, Subtitle 8, Division of Occupational Safety and Health, Part 3 Construction Standards, Chapter 145 Asbestos.
- F. Environmental Protection Agency, Code of Federal Regulations Title 40, Part 61, Subpart M (Revised Subpart B), NATIONAL EMISSION STANDARDS FOR AIR POLLUTANTS and Subpart B, NATIONAL EMISSION STANDARDS FOR ASBESTOS; Final Rule dated November 20, 1990.
- G. State of Hawaii, Department of Health, Title 11, Chapter 501, Asbestos Requirements.
- H. U.S. Department of Labor - Occupational Safety and Health Administration (OSHA) Asbestos Regulations, Code of Federal Regulations Title 29, Parts 1910, 1915 and 1926, Occupational Exposure to Asbestos, Final Rule dated August 10, 1994.

1.4 SUBMITTALS

The Contractor shall submit the following items within 30 calendar days after the Notice to Proceed Date:

- A. Submit proposed means, methods, techniques and procedures to be used for environmental control.
- B. Submit a State of Hawaii Department of Health Asbestos Notification of Demolition and Renovation Form for all demolition projects (including facilities which no asbestos is present) and renovation projects per HAR 11-501.

PART 2 – PRODUCTS (NOT USED)

PART 3 – EXECUTION

3.1 AIR POLLUTION CONTROL

- A. Emission: The Contractor shall not be allowed to operate equipment and vehicles that show excessive emissions of exhaust gases until corrective repairs or adjustments are made, as determined by the Engineer.
- B. Dust: The Contractor, for the duration of the contract, shall maintain all excavations, embankments, haul roads, permanent access roads, plant sites, waste disposal areas, borrow areas, and all other work areas within or without the project limits free from dust which would cause a hazard to the work or operations of other Contractors, or to persons or property. Industry-accepted methods of stabilization suitable for the area involved, such as sprinkling or similar methods, will be permitted. Chemical or oil treating shall not be used.
- C. Burning on Airport property shall not be permitted.

3.2 WATER POLLUTION CONTROL

- A. Wastes: The Contractor shall not deposit, at the airport site or in its vicinity, solid waste or discharge liquid waste, such as fuels, lubricants, bituminous waste, untreated sewage, and other pollutants which may contaminate the body of ground water.
- B. Spillages: No petroleum products, bituminous materials, or other deleterious substances, including debris, are allowed to fall, flow, leach, or otherwise enter the sewage systems or storm drains. All spills shall be immediately reported by following the instructions found on the Spill Reporting Fact Sheet for the appropriate airport and completing the Spill Reporting Form. The Spill Reporting Fact Sheet and Form can be found at:

<http://hidot.hawaii.gov/airports/doing-business/engineering/environmental/construction-site-runoff-control-program>

Any fines assessed to DOTA, as a result of Contractor's spillages or the Contractor's failure to report spillages, shall be paid by the Contractor.

Reference Specification Section 01562, Paragraph 3.3(C) Release Reporting for additional information and requirements.

- C. Erosion: The Contractor shall provide any necessary temporary drainage, dikes, and similar facilities to prevent erosion damage to the site. Run-off shall be controlled to prevent damage to the surrounding area.

3.3 NOISE CONTROL

- A. At all times keep objectionable noise generation to a minimum by:
 - 1. Equipping air compressors with silencing packages.
 - 2. Equipping jackhammers with silencers on the air outlet.
 - 3. Equipment that can be electrically driven instead of gas or diesel is preferred. If noise levels on equipment cannot reasonably be brought down to criteria, listed as follows, either the equipment will not be allowed on the job or use time will have to be scheduled subject to approval of the Engineer.
 - 4. All construction vehicles and equipment on the project operating between 10:00 p.m. and 7:00 a.m. shall be equipped with an ambient noise sensing variable volume backup alarm system. The system shall be in compliance with Title 29 of the Code of Federal Regulations, Part 1926.601(b)(4)(i).
- B. Objectionable noise received on neighboring properties is defined as any noise exceeding the noise limits of State Regulations (Title 11, Hawaii Administrative Regulations, Department of Health, Chapter 46 – Community Noise Control) or City and County of Honolulu ordinance, as stated below, or as any noise causing a public nuisance in a residential area, as determined by the State and community representatives, or by the nuisance provisions of local ordinances.
 - 1. The noise limitations established are as set forth in the following table after any applicable adjustments provided for herein are applied:

RECEIVING PROPERTY

<u>Noise Source</u>	<u>Residential</u>	<u>Commercial</u>	<u>Industrial</u>
Airport	50 dBA	65 dBA	70 dBA

- 2. Between the hours of 6:00 pm to 5:00 am on weekdays and weekends, the noise limitations above may be exceeded for any receiving property by no more than:
 - a. Five dBA for a total of 15 minutes in any one hour period; or
 - b. Ten dBA for a total of 5 minutes in any one hour period; or
 - c. 15 dBA for a total of 1.5 minutes in any one hour period.
- C. In addition to the noise controls specified, demolition and construction activities conducted within 1,000 feet of residential areas may have additional noise controls required.

- D. The Contractor and its subcontractor operations shall, at all times, comply with all State of Hawaii and City and County of Honolulu requirements.
- E. For work conducted within Airport buildings, noise levels from work activities shall not exceed 85 dBA on the slow scale at the project boundary.

3.4 DISPOSAL

Construction waste, such as crates, boxes, building materials, pipes, and other rubbish shall be properly disposed of at a licensed landfill. Please consult with the local landfill to ensure that objects meet the specific landfill's requirements for size, type, etc. Other areas or methods proposed by the Contractor will be approved only if the Engineer determines that their effect on the environment is equal to or less than those described herein.

3.5 HAZARDOUS MATERIALS CONTROL

- A. The use of hazardous materials, i.e., asbestos and PCB, in the construction of this project shall be strictly prohibited. Any corrective action to remove and replace the hazardous material and contaminated work shall be at the sole expense of the Contractor.

B. DEFINITIONS

1. HAZARDOUS SUBSTANCE – Any substance designated pursuant to Section 311(b)(2)(A) of the Clean Water Act; any element, compound, mixture, solution, or substance designated pursuant to Section 102 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); any hazardous waste having the characteristics identified under or listed pursuant to Section 3001 of the Solid Waste Disposal Act; any toxic pollutant listed under Section 307(a) of the Clean Water Act; any hazardous air pollutant listed under Section 112 of the Clean Air Act, as amended (42 U.S.C. §§7401-7626); any imminently hazardous chemical substance or mixture regulated under Section 7 of the Toxic Substances Control Act, as amended (15 U.S.C. §§2601-2671), oil, trichloro propane, and any other substance or pollutant or contaminant designated by rules adopted pursuant to this chapter (Chapter 128D, Hawaii Revised Statutes)
2. OIL – Oil Waste of any kind or in any form, including, but not limited to, petroleum, fuel oil, sludge, oil refuse, oil mixed with waste, crude oil or any fraction or residue.
3. POLLUTANT OR CONTAMINANT – Any element, substance, compound, or mixture, which after release into the environment and upon exposure, ingestion, inhalation, or assimilation into any organism either directly from the environment or indirectly by ingestion through food chains, will or may

reasonably be anticipated to cause death, disease, behavioral abnormalities, cancer, genetic mutation, physiological malfunctions (including malfunctions in reproduction) or physical deformation, in such organism or their offspring.

PART 4 – MEASUREMENT AND PAYMENT

4.1 BASIS OF MEASUREMENT AND PAYMENT

All work specified in this Section shall not be measured nor paid for separately but shall be considered incidental to item 01561, Construction Site Runoff Control Program.

END OF SECTION

SECTION 01561 – CONSTRUCTION SITE RUNOFF CONTROL PROGRAM

PART 1 – GENERAL

1.1 DESCRIPTION

This Section describes the following:

- (A) The Contractor shall comply with the following referenced documents:
- State of Hawaii, Department of Transportation, Airports Division (DOTA) Construction Activities Best Management Practices (BMP) Field Manual, in developing, installing, and maintaining Site-Specific BMPs for all projects.
 - DOTA's Storm Water Programs (SWMPP) for the Daniel K. Inouye International Airport (HNL) and Kahului Airport (OGG), as applicable.
 - Hawaii Administrative Rules (HAR) Chapters 11-54, 11-55, and 11-60.
 - Honolulu's City and County "Rules Relating to Water Quality" for all projects on Oahu. Use respective Soil Erosion Guidelines for Maui, Kauai and Hawaii projects.
 - Applicable Federal, State and Local Permit Conditions.
 - All other documents referenced in this Section.

For any conflicting requirements between the referenced documents and applicable bid documents, the stricter requirement will prevail and govern. Should a requirement not be clearly described within the applicable bid documents, notify the Engineer immediately for interpretation. For the purposes of clarification, "applicable bid documents" include the construction plans, specifications, and Permits.

- (B) Detailed plans, diagrams, and written Site-Specific Best Management Practices (BMPs); construction, maintenance, and repair of temporary water pollution, dust, and erosion control measures at the project site, including local material sources, work areas, and haul roads; removal and disposal of hazardous wastes; control of fugitive dust (defined as uncontrolled emission of solid airborne particulate matter from any source other than combustion).
- (C) Work associated with construction stormwater, dewatering, and hydrotesting activities and compliance with conditions of the Notice of General Permit Coverage (NGPC) or National Pollutant Discharge Elimination System (NPDES) permit(s) authorizing discharges associated with construction stormwater, dewatering, and hydrotesting activities.
- (D) Potential pollutant identification and mitigation measures, listed in Appendix A for use in the development of the Contractor's Site-Specific BMP.

Requirements of this Section also apply to construction support activities including: concrete or asphalt batch plants, rock crushing plants, equipment staging yards/areas,

material storage areas, excavated material disposal areas, and borrow areas located both inside and outside of the Airport Property and State Right-of-Way. For areas serving multiple construction projects or operating beyond the completion of the construction project in which it supports, the Contractor shall be responsible for securing the necessary permits, clearances, and documents, and following the conditions of the permits and clearances, at no cost to the State.

The Contractor shall be responsible for all applicable subcontractors, suppliers and vendors, and shall ensure that the means and methods of construction activities of applicable subcontractors, suppliers and vendors are in full compliance with this Section.

PART 2 PRODUCTS

2.1 MATERIALS

Comply with applicable materials described in the current DOTA "Construction Activities BMP Field Manual" and Section 3 and 4 of the current City and County of Honolulu "Storm Water Best Management Practice Manual." Refer to FAA Advisory Circulars and DOTA District, including Wildlife Hazard Management Plan, for additional guidance and conditions.

In addition, materials shall comply with the following:

- (A) Grass. The FAA and USDA recommend the following grass species when requiring grass: "No-Mow" bermudagrass ("Green Velvet") (*Cynodon dactylon*) or Seashore paspalum (*Paspalum vaginatum*). These species both possess higher than average drought resistance, saline soil tolerances, and, most importantly, do not produce seed heads attractive to the majority of hazardous avian species. It is recommended that stolons, sprigs, or plugs be used to avoid providing hazardous species with a readily available food source. The use of seeds shall not be allowed.

Alternative grass species shall only be applied with the approval of the DOTA Environmental Section. This includes, but not limited to, sodding, cuttings, and planting. Grass shall be a quick-growing species. Grass shall be suitable to the area and provide a temporary cover that will not compete later with permanent cover. The grass label or tag shall be provided to the DOTA Environmental Section.

Irrigation of these grass shall be done during the hours of darkness to avoid providing another hazardous wildlife attractant.

- (B) Fertilizer and Soil Conditioners. Fertilizer and soil conditioners shall conform to Hawaii Standard Specifications for Road and Bridge Construction 2005 or latest edition, Subsection 619.02(H)(1) – Commercial Fertilizer. Fertilizers shall not be applied during inclement weather or rain events.

The use of alternative types of fertilizer and soil conditioners shall be subject to the approval of the DOTA Environmental Section.

- (C) Hydro-mulching. Hydro-mulching used as a temporary stabilization measure shall consist of specially processed fiber which shall form a homogeneous slurry after addition and agitation in hydro-mulch applicator equipment.
1. Mulches shall be recycled materials including bagasse, hay, straw, wood cellulose bark, wood chips, or other material acceptable to the DOTA Environmental Section. Mulches shall be clean and free of noxious weeds and deleterious materials.
 2. Potable water shall meet the requirements of Hawaii Standard Specifications for Road and Bridge Construction 2005 or latest edition, Subsection 712.01 – Water. Submit alternate sources of irrigation water to the Engineer for acceptance by the DOTA Environmental Section if deviating from 712.01 – Water.
 3. Soil and Mulch Tackifier shall meet the requirements and installation in accordance with portions of Hawaii Standard Specifications for Road and Bridge Construction 2005 or latest edition, Section 641 – Hydro-Mulch Seeding, including 641.02(D) – Soil and Mulch Tackifier. The use of seeds in the hydro-mulch mixtures shall not be allowed.

Alternative materials or methods to control, prevent, remove, and dispose pollution are allowable if acceptable to the DOTA Environmental Section.

PART 3 EXECUTION

3.1 PRECONSTRUCTION REQUIREMENTS

- (A) Water Pollution, Dust, and Erosion Control Meeting.
Schedule a water pollution, dust, and erosion control meeting with the Engineer after the Site-Specific BMP Plan is submitted to the Engineer and accepted in writing by the DOTA Environmental Section. The meeting shall be scheduled a minimum of 14 calendar days prior to the Start Work Date. At a minimum, the meeting shall be attended by the Contractor, applicable subcontractors, Engineer, DOTA Environmental Section and/or any authorized representatives of the designated attendees. The meeting will discuss the sequence of work, and plans and proposals for water pollution, dust, and erosion controls.
- (B) Water Pollution, Dust, and Erosion Control Submittals.
Submit a Site-Specific BMP Plan within 30 calendar days of Contract Execution to the Engineer for acceptance by the DOTA Environmental Section. Submission of the complete and acceptable Site-Specific BMP Plan is the sole responsibility of

the Contractor, and additional contract time will not be issued for delays due to incompleteness.

Include the following:

1. Written description of activities to minimize water pollution and soil erosion into drainage systems, sewer systems, and State waters. Include proposed means, methods, techniques, and procedures to be used for environmental control. BMP shall include, but not limited to, the following:
 - a. An identification of potential pollutants and their sources.
 - b. A list of all materials and heavy equipment to be used during construction.
 - c. Descriptions of the methods and devices used to minimize the discharge of pollutants into drainage systems, sewer system, and State waters.
 - d. Details of the procedures used for the maintenance and subsequent removal of any erosion or siltation control devices.
 - e. Methods of removing and disposing hazardous wastes encountered or generated during construction.
 - f. Methods of removing and disposing concrete and asphalt pavement cutting slurry, concrete curing water, and hydro-demolition water.
 - g. Spill Control and Prevention, and Emergency Spill Response Plan.
 - h. Fugitive dust control, including dust from earth-disturbing, hauling, grinding, sweeping, or brooming off operations, or combination thereof.
 - i. Methods of storing and handling of oils, paints, and other products used for the project.
 - j. Material storage and handling areas, and other staging areas, including storage of reinforcing steel and building material.
 - k. Concrete truck washouts.
 - l. Concrete waste and asphalt concrete waste control.
 - m. Fueling and maintenance of vehicles and other equipment.
 - n. Tracking of sediment offsite from project entries and exits.

- o. Litter management. Prevention of Foreign Object Debris (FOD) is essential.
 - p. Sanitary/Septic Waste Management and Facilities.
 - q. Stockpiles of Aggregates, Soils, Asphalt Concrete Material, Concrete Waste, and Asphalt Concrete Waste.
 - r. Methods of Handling and Removal of Contaminated Soils and Groundwater encountered or generated during construction.
 - s. Methods and Procedures for Dewatering.
 - t. Methods and Procedures for Hydro-Testing.
 - u. Methods and Practices for proper Housekeeping, including excessive sawdust; concrete spill prevention and removal; and collection and removal of building materials waste, such as tie wires, reinforcing steel, and lumber.
 - v. Other factors that may cause water pollution, dust, and erosion control.
2. Plans indicating location of water pollution, dust and erosion control devices; plans and details of BMP measures and devices to be installed or utilized; identify areas of soil disturbance in cut and fill; indicate areas used for construction staging and storage, including items (1) through (22) above, storage of aggregate (indicate type of aggregate), asphalt cold mix, soil or solid waste, equipment and vehicle parking, and areas where vegetative practices are to be implemented. Indicate intended drainage pattern on plans. Include flow arrows. Include separate drawing for each phase of construction that alters drainage patterns.
 3. Dates when BMP measures will be installed and removed.
 4. Name(s) of specific individual(s) designated responsible for the Contractor's Construction Site Runoff Control Program. Include cellular and business telephone numbers, fax numbers, and e-mail addresses. These individuals shall be available 24 hours a day, 7 days a week.
 5. Description of fill material to be used.
 6. For projects with an NGPC or NPDES Permit for Construction Activities, submit information to address all sections in the Storm Water Pollution Prevention Plan (SWPPP), as described in HAR Chapter 11-55, Appendix C, Section 7.

7. For projects with an NGPC or NPDES Permit, submit information required for compliance with the conditions of the Notice of General Permit Coverage (NGPC)/NPDES Permit.
8. Date and sign the Site-Specific BMP Plan.

Modify, as necessary, and resubmit amended Site-Specific BMP plans and construction schedules to the Engineer for acceptance by DOTA Environmental Section. Modify the Site-Specific BMP Plan to address, but not limited to, the following.

1. To correct conditions that develop during construction which were unforeseen during the design and pre-construction stages.
2. Changes to the Contractor's Means and Method of Construction.
3. Omitted conditions that should have been allowed for in the accepted Site-Specific BMP Plan.
4. A Site-Specific BMP measure that replaces an accepted Site-Specific BMP measure that was not satisfactorily performing.
5. Revised dates of installation and/or removal of Site-Specific BMP measures.

The modifications shall be submitted to the Engineer and accepted in writing by DOTA Environmental Section before implementing the revised Site-Specific BMPs in the field. Amendments to the Site-Specific BMP Plan shall be included with the original Site-Specific BMP Plan.

A copy of the accepted original Site-Specific BMP Plan and all accepted amended Site-Specific BMP Plans, with the signed certification by the authorized representative listed in the NGPC or NPDES Permit, shall be kept on site or at an accessible location so that it can be made available at the time of an on-site inspection, or upon request by the Engineer, DOTA Environmental Section, DOTA's Third Party Inspector, and/or DOH/EPA Representative.

- (C) Discharges of Stormwater Associated with Construction Activities. If the project scope consists of ground disturbing activities and the total work area, including all construction support activity areas (i.e. storage and/or staging areas), is one acre or more, an NPDES Permit authorizing Discharges of Storm Water Associated with Construction Activity (CWB-NOI Form C) or Individual Permit authorizing stormwater discharges associated with construction activity is required from the Department of Health Clean Water Branch (DOH-CWB).

Do not begin construction activities until all required conditions of the permit are met and submittals detailed in Subsection 01561.3.1(B) – Water Pollution, Dust, and Erosion Control Submittals are completed, submitted to the Engineer and accepted in writing by the DOTA Environmental Section.

- (D) Discharges Associated with Hydrotesting Activities. If hydrotesting activities require effluent discharge into State waters or drainage systems, an NPDES Hydrotesting Waters Permit (CWB-NOI Form F) or Individual Permit authorizing discharges associated with hydrotesting is required from the DOH-CWB.

Do not begin hydrotesting activities until the DOH-CWB has issued an Individual NPDES Permit or Notice of General Permit Coverage (NGPC). Conduct Hydrotesting operations in accordance with the conditions of the permit or NGPC.

- (E) Discharges Associated with Dewatering Activities. If dewatering activities require effluent discharge into State waters or drainage systems, an NPDES Dewatering Permit (CWB-NOI Form G) or Individual Permit authorizing discharges associated with dewatering is required from the DOH-CWB.

Do not begin dewatering activities until the DOH-CWB has issued an Individual NPDES Permit or Notice of General Permit Coverage (NGPC). Conduct dewatering operations in accordance with the conditions of the permit or NGPC.

- (F) Solid Waste Disclosure. Submit the Solid Waste Disclosure Form for Construction Sites, if applicable, to the Engineer within 30 calendar days of Contract Execution or upon the discovery of the solid waste. Provide a copy of all the disposal receipts from the facility permitted by the Department of Health to receive solid waste to the Engineer. This should also include documentation from any intermediary facility where solid waste is handled or processed.

- (G) Construction BMP Training. The Contractor's representative(s), identified in Section 01561.3.1(B)(4), responsible for the Contractor's Construction Site Runoff Control Program, site managers, and appropriate subcontractors' personnel shall be properly trained on environmental compliance by attending a designated DOTA training seminar (e.g. HDOT's Protect Our Water Conference) or viewing the DOTA construction and post-construction training available at:

<http://hidot.hawaii.gov/airports/doing-business/engineering/environmental/construction-site-runoff-control-program>

Submit completed Training Roster and Construction Training Quizzes to the DOTA Environmental Section (fax: 808-838-8017 or email to dot.air.environmental@hawaii.gov) prior to the start of construction activities.

Individual workers must be trained on their site-specific BMPs by the Contractor's representative(s) and managers who are knowledgeable in the proper

manufacturer's installation, maintenance, and repair of the BMP product, or the manufacturer's authorized instructor. The Contractor shall keep training logs updated and readily available.

- (H) Health and Safety Plan. A site-specific Health and Safety Plan for excavation work conducted in the known or suspected area of contamination shall be prepared and submitted at least 15 calendar days prior to initiating any excavation work. The Plan shall be applicable to Federal and State regulations.

The Contractor shall retain and pay for the services of a Certified Industrial Hygienist (CIH), certified by the American Board of Industrial Hygiene, to certify training, and review and approve the Health and Safety Plan, excavation procedures, including the determination of the need for personal protective equipment.

The Health and Safety Plan shall describe methods, techniques, and phases for handling the contaminated soil and groundwater, if present, including:

1. A sequence of operations.
2. Method of excavation, transporting, and disposal.
3. Soil Stockpiling and Groundwater Storage procedures.
4. Proposed equipment.
5. Provisions to ensure that chemical and petroleum constituent concentrations, both airborne and in the soil, are below the Department of Health Environmental Action Level (EAL), Permissible Exposure Limit (PEL) and below the Lower Explosive Limit (LEL). Provide soil testing, air monitoring, personnel monitoring, and air sampling to ensure worker safety as determined by CIH. If airborne concentrations exceed the PEL or the LEL at the control area boundary, then, work must stop immediately and the Engineer and DOTA Environmental Section notified.

3.2 CONSTRUCTION REQUIREMENTS

Do not begin work until submittals detailed in Subsection 01561.3.1(B) – Water Pollution, Dust, and Erosion Control Submittals are completed, submitted to the Engineer and accepted in writing by the DOTA Environmental Section, and required conditions of the NPDES Permit and other applicable permits are met.

Do not expose or disturb surface area of earth material, or initiate any ground-disturbing activities (including clearing and grubbing) until BMPs are installed, functional and accepted in writing by DOTA Environmental Section and/or their designated authorized representative. Only the soil, to the extent that is required to install the BMP measures and devices, shall be disturbed and minimized to the extent possible.

Install, maintain, monitor, repair and replace BMPs, such as for water pollution, dust, and erosion control; installation, monitoring, and operation of hydrotesting activities; removal and disposal of hazardous waste indicated on plans, concrete cutting slurry, concrete curing water; or hydro-demolition water. Address all comments received from the Engineer, DOTA Environmental Section and/or DOTA's Third-party inspector.

Coordinate temporary control provisions with permanent control features throughout the construction and post-construction period.

Protect temporarily or permanently disturbed soil surface from rainfall impact, runoff, and wind before the end of each work day. Coordinate and schedule the work to the maximum extent possible to minimize the amount of exposed or disturbed surface area of earth material.

Immediately *initiate* stabilizing exposed soil areas upon completion of earth disturbing activities for areas permanently or temporarily ceased on any portion of the site. Earth-disturbing activities have permanently ceased when clearing and excavation within any area of the construction site that will not include permanent structures has been completed. Earth-disturbing activities have temporarily ceased when clearing, grading, or excavation within any area of the site will not resume for a period of 14 or more calendar days, but such activities will resume in the future. The term “immediately” is used in this section to define the deadline for *initiating* stabilization measures. “Immediately” means as soon as practicable, but no later than the end of the next work day, following the day when the earth-disturbing activities have temporarily or permanently ceased.

Any of the following types of activities constitutes *initiation of stabilization*:

1. Prepping the soil for vegetative or non-vegetative stabilization;
2. Applying mulch or other non-vegetative product to the exposed area;
3. Planting the exposed area;

4. Starting any of the activities in items (1) – (3) above on a portion of the area to be stabilized, but not on the entire area; and
5. Finalizing arrangements to have stabilization product fully installed in compliance with the deadline for completing initial stabilization activities.

After the initiation of stabilization, stabilization activities shall be completed by the following deadline.

1. For projects with an NGPC or NPDES Permit for Construction activities:
 - (a) For construction areas discharging into waters not impaired for nutrients or sediments, complete stabilization within 14 calendar days after the temporary or permanent cessation of earth-disturbing activities.
 - (b) For construction areas discharging into nutrient or sediment impaired waters, complete stabilization within 7 calendar days after the temporary or permanent cessation of earth-disturbing activities.
2. For projects without an NGPC or NPDES Permit for Construction activities, complete stabilization within 14 calendar days after the temporary or permanent cessation of earth-disturbing activities.

Any of the following types of activities constitutes completion of stabilization activities:

1. For vegetative stabilization, all activities necessary to initially plant the area to be stabilized; and/or
2. For non-vegetative stabilization, the installation or application of all such non-vegetative measures.

If the Contractor is using vegetative cover for temporary or permanent stabilization and is unable to meet the deadlines above due to circumstances beyond the Contractor's control, the Contractor shall notify and provide documentation of the circumstances to the Engineer for acceptance by DOTA Environmental Section. The Contractor shall include in their documentation the schedule that the Contractor will follow for initiating and completing stabilization. If agreed to by DOTA Environmental Section, the Contractor may, instead, comply with the following stabilization deadlines:

1. Immediately initiate, and complete within the timeframe shown above, the installation of temporary non-vegetative stabilization measures to prevent erosion;
2. Complete all soil conditioning, planting, watering or irrigation installation, mulching, and other required activities related to the planting and initial establishment of vegetation as soon as conditions or circumstances allow it on the site.

Follow the applicable requirements of the contract documents including Hawaii Standard Specifications for Road and Bridge Construction 2005 or latest edition, Section 619 and Section 641, as amended.

Where necessary to prevent erosion on the planted area, immediately install non-vegetative erosion controls that provide cover (e.g., mulch, rolled erosion control products) to the area while vegetation is becoming established.

Protect exposed or disturbed surface area with mulches or hydro-mulch with no seeds. Spray mulches at a rate of 2,000 pounds per acre. Add tackifier to mix at a rate of 85 pounds per acre. For hydro-mulch, use the ingredients and rates required for mulches. Apply fertilizer, if applicable, per the manufacturer's recommendations. Mulches, hydro mulch, and/or fertilizers shall not be applied during inclement weather or rain events. Submit recommendations from a licensed Landscape Architect when deviating from the application rates above or manufacturer's recommendations.

Install velocity dissipation measures when exposing erodible surfaces greater than 15 feet in height.

BMP measures shall be in place and operational at the end of each work day or as required by Section 01561.3.1(B).

Install and maintain stabilized construction entrances, including any wheel washes, to minimize tracking of dirt and mud onto roadways, sidewalks, and other paved areas. Restrict traffic to stabilized construction entrance areas only. Clean dirt, mud, or other material tracked onto the road, sidewalk, or other paved area by the end of the same day in which the track-out occurs. If tracking is excessive or sediment is being transported farther along the pavement or sidewalk by other vehicles traveling outside of the construction site, then, conduct cleaning and sweeping immediately. Modify stabilized construction entrances, as needed, to prevent mud from being tracked onto road. Stabilize entire access roads if necessary.

Maintain all excavations, embankments, haul roads, permanent access roads, plant sites, waste disposal areas, borrow areas, and all other work areas within the project limits free from dust which would cause a hazard to the work, airport operations, operations of other contractors, or to persons or property. Chemicals may be used as soil stabilizers for erosion and dust control. Submit the manufacturer's product data sheets of the chemicals to the Engineer for acceptance by the DOTA Environmental Section. Oil treating shall not be used. When using water for dust control, only potable water, that conform to Hawaii Standard Specifications for Road and Bridge Construction 2005 or latest edition, Subsection 712.01 – Water, shall be used. Dust screens and fabrics are not allowed on, or inhibit the view of, the TSA and AOA Security Fences.

Cover exposed surface of materials completely with tarpaulin or a similar device when transporting aggregate, soil, excavated material, or other materials that may be a source of fugitive dust.

Provide temporary slope drains of rigid or flexible conduits to carry runoff from cuts and embankments. Provide portable flume at the entrance. Shorten or extend temporary slope drains to ensure proper function.

Protect ditches, channels, and other drainageways leading away from cuts and fills at all times by either:

1. Hydro-mulching the lower region of embankments in the immediate area.
2. Installing check dams and siltation control devices.
3. Other methods acceptable to the DOTA Environmental Section.

Provide for controlled discharge of waters impounded, directed, or controlled by project activities or erosion control measures.

Cleanup and remove any pollutant that is attributed to the Contractor. Deposit of solid waste or the discharge of liquid waste, such as fuels, lubricants, bituminous waste, untreated sewage and other pollutants which may contaminate the body of ground water shall not be permitted. Care shall be taken to ensure that no petroleum products, bituminous materials, or other deleterious substances, including debris, are allowed to fall, flow, leach, or otherwise enter the sewage systems or storm drains.

Burning of matter or waste material on Airport property shall not be permitted.

The use of hazardous materials is prohibited without the approval of the Engineer. Any corrective actions to remove and replace the hazardous material and contaminated work shall be at the sole expense of the Contractor. Hazardous materials shall be properly stored and handled.

3.3 INSPECTIONS

For all projects with earth-disturbing activities, including construction support activity areas, the following inspections shall be conducted:

- (A) Initial Inspection of BMPs. Prior to the start of construction activities, the DOTA Environmental Section, or their designated authorized representative, will conduct an initial site inspection of the BMPs.

The Contractor shall submit their request for this inspection in writing to the Engineer. The inspection is subject to the availability of the DOTA Environmental Section or their designated authorized representative.

Prior to this inspection, only the soil, to the extent that is required to install the BMP measures and devices, shall be disturbed. During the inspection, the inspector will note any deficiencies in the BMP measures and devices, including identifying any site conditions that have the potential to result in the discharge of pollutants. The

Contractor is responsible for the correction of the deficiencies. Corrective Action shall be documented and submitted to the Engineer for acceptance by the DOTA Environmental Section and/or their designated authorized representative. The deficiencies must be corrected and accepted before construction activities are allowed to commence.

Initial Inspections shall be conducted separately for each new construction phase, new work areas, and additional construction support areas that occur during the construction period.

- (B) Contractor's Inspection of BMPs. Commencing immediately after the Initial BMP Inspection and until the acceptance of the Final BMP Inspection, the Contractor shall conduct inspections of the sites to ensure that BMPs are effective and activities do not have the potential of causing a polluted discharge.

The Contractor's Inspections shall be conducted at the following intervals:

1. Weekly.
2. Within 24 hours of any rainfall of 0.25 inch or greater which occurs in a 24-hour period.

The Contractor shall use on-line rainfall measurements data sources and providers. Rainfall measurements shall be taken from the same airport as the location of the project or within one (1) mile distance from the disturbed areas. Submit the identity of the provider, with the location of their measuring device, to the Engineer for approval by DOTA Environmental Section.

In lieu of using any on-line rainfall provider or if there are no measuring device of an on-line provider on the airport or within one (1) mile from the disturbed area, the Contractor shall furnish and install a rain gauge in a secure location prior to field work including installation of site-specific BMPs. Provide a rain gauge with a tolerance of at least 0.05 inches of rainfall. Install the rain gauge on the project site in an area that will not deter rainfall from entering the gauge opening. Do not install in a location where rain water may splash into the rain gauge. The rain gauge installation shall be stable and plumbed. Maintain rain gauge and replace any rain gauge that is stolen, does not function properly or accurately, is worn out, or needs to be relocated. Do not begin field work until the rain gauge is installed and Site-Specific BMPs are in place. Rain gauge data logs shall be readily available.

Submit rain gage data logs weekly with the Contractor's BMP Inspection Report to the Engineer for acceptance by the DOTA Environmental Section.

3. When existing erosion control measures are damaged or not operating properly as required by Site-Specific BMP.

Prepare a written report of the inspection and submit a copy of the report within 24-hours to the Engineer for acceptance by the DOTA Environmental Section. The report must include any deficiencies of the Site-Specific BMPs observed and the correction of these deficiencies. Corrective actions can be documented in a separate report and submitted upon completion of the corrective actions. Submit the report(s) to the Engineer for acceptance by DOTA Environmental Section.

The initiation of the work to repair or correct the deficiency shall begin immediately. However, except for those deficiencies that pose an immediate threat for the discharge of pollutants to the drainage system, surface waters, or receiving water, if the deficiency is identified at a time in the day in which it is too late to initiate the work, the initiation of the work shall begin on the following day.

After the initiation of the work to repair or correct the deficiency, the work shall be completed as follows:

1. If the deficiency poses an immediate threat for the discharge of pollutants to the drainage system, surface waters, or receiving waters, the work to fix the deficiency shall be completed by the close of the same day of discovery of the deficiency. Examples of these deficiencies included, but not limited to, illicit discharge, absence of perimeter controls in an area with evidence of sediment transporting off-site, and spills near a drain or waterway that have not been cleaned.
2. If the deficiency poses a significant threat for the discharge of pollutants to the drainage system, surface waters, or receiving waters, the work to fix the deficiency shall be completed by five (5) calendar days or before the next forecasted rain event, whichever is sooner. Examples of these deficiencies include, but not limited to, perimeter controls that are not functional or require maintenance, drain inlet protections that are not functional or require maintenance, installation of a new pollution prevention control, and deficiencies requiring significant repair for the correction of the deficiency.
3. If the deficiency does not pose a threat for the discharge of pollutants to the drainage system, surface waters, or receiving waters, but are not in strict conformance with the SWPPP, SSBMP Plan, or DOTA's Construction Activities BMP Field Manual, the work to correct the deficiency shall be completed by ten (10) calendar days or within the time specified by the Engineer, whichever is sooner. These deficiencies include all deficiencies except those deficiencies included in (1) and (2), above.
4. If it is infeasible to complete the correction of the deficiency or installation of a new pollution prevention control within the respective timeframe above,

notify the Engineer who will consult with DOTA Environmental Section. Document why it is infeasible to complete the work within the required timeframe. Complete the work as soon as practicable and as agreed to by both the Engineer and DOTA Environmental Section.

Retain copies of these inspection reports on-site or at an accessible location for the duration of the project so that they can be made available at the time of an on-site inspection, or upon request by the Engineer, DOTA Environmental Section, DOTA's Third Party Inspector, and/or DOH/EPA Representative. Present these inspection reports to the DOTA's Third-Party Inspectors at the time of their inspection for review.

- (C) Final Inspection / Post-construction BMP Initial Inspection. The DOTA Environmental Section, or their designated authorized representative, shall conduct a Final Inspection / Post-Construction BMP initial inspection when the Contractor has completed construction, including installing permanent BMPs and stabilizing exposed soil.

The Contractor shall submit the request for this inspection in writing to the Engineer. The inspection is subject to the availability of the DOTA Environmental Section or their designated authorized representative.

All deficiencies noted must be addressed before the Contractor can remove temporary BMPs and close the site. The Contractor is responsible for correction of the deficiencies. Corrective Action shall be documented and submitted to the Engineer for acceptance by the DOTA Environmental Section. Any deficiencies noted during the final inspection must be corrected before the State will issue the project final acceptance and make final payment.

Partial Final Inspection of construction phases or partial areas of the project shall be conducted during the construction of the project for areas that are to be transferred for DOTA's use.

- (D) Routine Inspections Conducted by DOTA. The Contractor's designated representative specified in Subsection 01561.3.1(B)(4) shall address any Site-Specific BMP deficiencies brought up by the Engineer or their authorized representative (i.e. Quality Control Engineer, Project Inspector, etc.) taking all reasonable measures to minimize or prevent discharge of pollutants until a permanent solution is installed and made operational.

The initiation of the work to repair and correction of the deficiency shall be completed within the same timelines as required in Subsection 01561.3.3(B).

- (E) DOTA's SWMPP Inspections. *For Projects located at the Daniel K. Inouye International Airport (HNL) or the Kahului Airport (OGG)* that have a NGPC or NPDES Permit, or disturb one acre or more, including the construction support activity areas, the following additional inspections shall be conducted:

1. Third-Party Inspections. The DOTA Environmental Section's Third-Party inspector will conduct routine inspections. Third-party inspections shall be conducted monthly. The frequency of the inspections may increase if deficiencies are identified as determined by the inspector. Deficiencies must be corrected within the timeline defined in DOTA's SWMPP, Section C, Construction Site Runoff Control Program, which can be downloaded from the website:

<http://hidot.hawaii.gov/airports/doingbusiness/engineering/environmental/construction-site-runoff-control-program/>

The Contractor shall be responsible for the correction of ALL deficiencies identified during any of the above inspections. Corrective Action shall be documented and submitted to the Engineer for acceptance by the DOTA Environmental Section or their designated authorized representative.

If the Contractor fails to satisfactorily address Site-Specific BMP deficiencies, the DOTA reserves the right to employ outside assistance or use the State's own labor forces to provide necessary corrective measures. The Contractor will be fully responsible for all cost and time. The State will charge the Contractor such incurred costs plus any associated project engineering costs and will make appropriate deductions from the Contractor's monthly progress payment.

Failure to apply or maintain Site-Specific BMP measures may result in the assessment of liquidated damages (Appendix B). Depending on the severity of the deficiencies, additional enforcement actions, such as, suspension of work and/or termination of the contract (with the Contractor's Surety being fully responsible for all additional costs incurred by the State) can be conducted and assessed against the Contractor.

For all citations or fines received by the DOTA for non-compliance, including non-compliance with NGPC/NPDES Permit conditions, the Contractor shall reimburse the State within 30 calendar days for the full amount of outstanding cost that the State has incurred, or the State shall deduct all incurred costs from the Contractor's monthly progress payments.

The Contractor shall be responsible for all citations, fines and penalties levied by DOH or EPA against the State due to the Contractor's failure to satisfactorily address Site-Specific BMP deficiencies and/or any Contractor's illicit discharges. The State will make the appropriate deductions from the Contractor's monthly progress payment.

PART 4 MEASUREMENT AND PAYMENT

4.1 BASIS OF MEASUREMENT AND PAYMENT

The work specified in this Section will be paid for at the contract lump sum price. Payment shall be full compensation for work prescribed in this Section and contract documents,

including but not limited to, all labor, materials, tools, equipment, and all incidentals necessary to install, maintain, monitor, repair, replace, modify, and remove Site-Specific BMP measures.

<u>Item No.</u>	<u>Item</u>	<u>Unit</u>
01561.1	Construction Site Runoff Control Program	Lump Sum

Partial payments shall be paid in the Monthly Progress Payment as follows:

1. 20% of the line item price shall be paid upon DOTA Environmental Section's acceptance in writing of the Site-Specific BMP Plan and the satisfactory completion of the Initial Inspection of BMPs defined in Section 01561.3.3(A), above.
2. 60% of the line item price shall be paid in equal monthly payments over the duration of the contract. Failure to satisfactorily apply, maintain, or modify BMP measures and devices, and/or submittals shall result in the withholding of monthly progress payments for this line item.

For projects located at the Daniel K. Inouye International Airport (HNL) or the Kahului Airport (OGG) that have a NGPC or NPDES Permit, or disturb one (1) acre or more, including construction support activity areas, payments shall be made only after the DOTA's Third-Party Inspection defined in Section 01561.3.3(E), above, have been satisfactorily completed and accepted by the DOTA Environmental Section. Any deficiencies classified as Major or above will result in the withholding of monthly progress payments for this line item.

3. The remaining 20% of the line item price shall be paid after all BMP measures have been satisfactorily removed.

Payment will be made only after the satisfactory completion of the Final Inspection / Post-Construction BMP Initial Inspection defined in Section 01561.3.3(C), above, and acceptance of the Post-Construction BMPs by the DOTA Environmental Section.

Liquidated Damages, up to \$25,000 per day (Appendix B), shall be assessed for each non-compliance of the BMP requirements described in this Section. The Contractor shall not be entitled to recover any Liquidated Damages assessed, even after the deficiencies have been corrected.

Appendix A

The current DOTA's Construction Activities Best Management Practices (BMP) Field Manual can be found on DOTA's Environmental Website at

<https://hidot.hawaii.gov/airports/doing-business/engineering/environmental/construction-site-runoff-control-program/>

The manual is periodically updated and should be downloaded via the website to ensure that the latest version is applied. The manual identifies potential pollutant sources and BMPs that should be used to mitigate pollutants.

Additional information and requirements for stormwater programs at all airports can also be found at the above website, including additional requirements for Daniel K. Inouye International Airport (HNL) and Kahului Airport (OGG).

Appendix B Liquidated Damages Schedule for Non-Compliances.

Non-Compliance	Amount
Failure to submit a Notice of Intent or otherwise obtain a permit for Staging and/or Storage Area beyond the project limits.	\$1,000 per calendar day per violation.
Failure to comply with the conditions specified in the Notice of General Permit Coverage (NGPC) or Individual NPDES Permit, or any other applicable permit.	\$1,000 per calendar day per violation.
Failure to have the accepted SSBMP Plan and Amendments or the accepted SWPPP and Amendments available at a project construction site.	\$1,000 per calendar day per violation.
Failure to install a BMP specified by the SSBMP Plan or SWPPP, or permit.	\$2,000 per calendar day per violation.
Failure to properly install or maintain appropriate Site-Specific BMPs in accordance with applicable plans, permits, and guidance documents.	\$2,000 per calendar day per violation.
<p>Failure to have an accepted Amendment to the SSBMP Plan or an accepted Amendment to the SWPPP prior to implementation of the proposed BMPs.</p> <p>Note: Advance review and acceptance can be provided via email which will satisfy this non-compliance. However, the written Amendment must still be formally submitted for certification and signature by the authorized representative identified in the NGPC or NPDES Permit.</p>	\$2,000 per calendar day per violation.
Failure to conduct required inspections.	<p>\$1,000 for each of the first ten violations,</p> <p>\$2,500 for each of the next ten violations,</p> <p>\$5,000 for each subsequent violation.</p>
Failure to submit required reports such as BMP inspection reports, rain gauge data logs, etc.	<p>\$500 per calendar day for the first ten days of each violation,</p> <p>\$1,000 per calendar day for the next ten days of each violation,</p> <p>\$2,500 per calendar day for each subsequent day of violation.</p>

Non-Compliance	Amount
Any "major" or "critical" non-compliance violation with the applicable plans, permits, and guidance documents.	Up to \$25,000 per calendar day per violation.
Any violation resulting in a polluted discharge.	Up to \$25,000 per calendar day per violation.

Note: Liquidated Damages shown in the Table shall be assessed at the discretion of the DOTA.

Assessment of Liquidated Damages for Non-Compliance:

The Contractor may be assessed liquidated damages by issuance of an Enforcement Letter. The Enforcement Letter shall indicate the amount of liquidated damages that are assessed for the non-compliances which shall be deducted from the Contractor's next progress payment. The Enforcement Letter will be sent electronically via e-mail and a hard copy to the Contractor's designated representative(s), identified in Section 01561.3.01(2)(d), responsible for the Contractor's Construction Site Runoff Control Program. An Enforcement Letter may be issued with or without a previous Verbal Notification, Warning Letter, or Notice of Apparent Violation (NAV).

Liquidated Damages may be assessed for the following:

- Non-compliances listed in the Table, herein, included in Appendix B.
- Non-compliances have not been corrected in the timeframes noted.
- Corrective actions are not completed after a Verbal Notification, Warning Letter, or Notice of Apparent Violation is issued.
- Contractors are non-responsive to DOTA's directives.
- Repeated non-compliance.
- A polluted discharge has occurred.

The number of days used for the liquidated damages calculations shall start on the day that the non-compliance was required to be corrected and shall end on the day that the non-compliance is corrected and accepted. If DOTA's personnel are not able to go out in the field to verify that the BMP deficiencies are corrected in the timeframe specified, the Contractor can send photographs showing the corrected deficiency via e-mail to the Engineer and DOTA Environmental Section along with documentation on how the deficiency was corrected. The Engineer and DOTA Environmental Section may visit the site to verify the corrective actions are acceptable. If the

corrective actions are acceptable, then the clock stops on the day that the documentation was received.

END OF SECTION

SECTION 01562 – MANAGEMENT OF CONTAMINATED MEDIAS

PART 1 – GENERAL

1.1 RELATED DOCUMENTS

The General Provisions, Special Provisions, and General Requirements of the Specifications apply to the work specified in this section.

1.2 DESCRIPTION AND SCOPE OF WORK

- A. This Section describes procedures for the management of contaminated media (soil, groundwater, and soil vapor) that may be disturbed during excavation activities associated with this project.
- B. The Contractor shall supply all labor, materials, and equipment necessary for the removal, temporary storage, testing, handling, soil backfilling and management of contaminated media to carry out the work in accordance with these specifications, and all applicable Federal, State, and local regulations and latest amendments.
- C. The Contractor shall examine the State of Hawaii, Department of Transportation, Airports Division (DOTA) Programmatic Environmental Hazard Evaluation and Environmental Hazard Management Plan (DOTA EHE-EHMP) and, if included as part of these specifications, the Environmental Site Assessment (ESA) Phase II, to understand the conditions that may affect work and performance. Should the Contractor deviate from the DOTA EHE-EHMP or ESA, the Contractor shall be responsible to prepare a DOH required Construction EHMP (C-EHMP) utilizing the C-EHMP Addendum Template or most recent version provided by DOH, also known as a Site-Specific EHMP. Any deviation will require approval by the State of Hawaii, Department of Health (HDOH) and DOTA Environmental Section (DOTA AIR-EE) prior to implementation, using the forms provided in Appendix B of the DOTA EHE-EHMP. The forms should detail deviations from standard practices in the text and explain how those deviations will be protective of human health and the environment. The forms should be submitted to HDOH and DOTA AIR-EE for review and approval if deviations are requested or if notifying of a release.
- D. It should be noted that the DOTA EHE-EHMP is for Contaminants of Potential Concern (COPCs) which include, but not limited to, the following:
- Petroleum Substances, e.g., TPH, TPH-g, TPH-d, TPH-o, BTEX, and PAHs.
 - Chlorinated Solvents, e.g., VOCs
 - Polychlorinated Biphenyls (PCBs)
 - Pesticides, e.g., chlordane
 - Heavy Metals, e.g., Arsenic, Barium, Cadmium, Total Chromium, Lead, Mercury, Selenium, and Silver.

In addition, free product (e.g., gasoline, diesel fuel, fuel oils, lubricating oils, benzene, toluene, xylenes) may be encountered in areas of previous petroleum releases.

Should the ESA Phase II identify contaminants other than those listed above or there

is a risk to human health and/or the environment (such as indoor air quality in an occupied building), the Contractor shall be responsible to revise, update, and finalize the C-EHMP Addendum. The Contractor shall coordinate with, as well as have their C-EHMP approved by HDOH prior to the start of any ground disturbing activities.

1.3 REFERENCES

- A. Programmatic Environmental Hazard Evaluation and Environmental Hazard Management Plan dated July 2019, or its latest edition.
- B. DOTA's Storm Water Management Program Plan (SWMPP) for the Daniel K. Inouye International Airport (HNL) and Kahului Airport (OGG), including DOTA's Construction Activities BMP Field Manual dated August 2019, or its latest edition.
- C. All work under this contract shall be performed in strict accordance with all applicable Federal, State, and local regulations, standards, and codes governing contaminated media.
- D. The most recent editions of any relevant regulations, standards, documents, or codes shall be in effect, including, but not limited to, the following. Where conflicts among the requirements or with these specifications exists, the most stringent requirements shall apply.
 - 1. 29 CFR 1910, "Occupational Safety and Health Standards".
 - 2. 29 CFR 1926, "Safety and Health Regulations for Construction".
 - 3. 40 CFR 50, "National Primary and Secondary Ambient Air Quality Standards A".
 - 4. 40 CFR 122, "EPA Administered Permit Program: The National Pollutant Discharge Elimination System".
 - 5. 40 CFR 261, "Identification and Listing of Hazardous Waste".
 - 6. 40 CFR 263, "Standards Applicable to Transporters of Hazardous Waste".
 - 7. 40 CFR 302, "Designation, Reportable Quantities, and Notification".
 - 8. 49 CFR 172, Subpart E, "Labeling".
 - 9. 49 CFR 172, Subpart F, "Placarding".
 - 10. The Hawaii Environmental Response Law (Hawaii Revised Statutes [HRS] Chapter 128D) and the State Contingency Plan (Hawaii Administrative Rules [HAR] Title 11, Chapters 451-1-451-24).
 - 11. The Hazard Evaluation and Emergency Response Office Technical Guidance Manual (TGM) for Implementation of the State Contingency Plan (Interim Final, June 21, 2009).
 - 12. Hawaii Hazardous Waste Laws and Regulations (HRS Chapter 342J, HAR Title 11, Chapters 260.1-279.1).

13. Hawaii Solid Waste Laws and Regulations (HRS Chapters 342H and I, HAR Title 11, Chapter 58.1).
14. Hawaii Underground Storage Tank Laws and Regulations (HRS Chapter 342L; HAR Title 11, Chapter 280.1).
15. Hawaii Water Quality Standards (HAR Title 11, Chapter 54).
16. Hawaii Ambient Air Quality Standards (HAR Title 11, Chapter 59).
17. Hawaii Occupational Safety and Health Standards (HAR Title 12, Subtitle 8).
18. Hawaii Department of Health, Office of Hazard Evaluation and Emergency Response. Screening for Environmental Hazards at Sites with Contaminated Soil and Groundwater. Website URL: <http://eha-web.doh.hawaii.gov/eha-cma/Leaders/HEER/EALs>. Fall 2011 (and updates).
19. Hawaii Department of Health, Office of Hazard Evaluation and Emergency Response. Guidance for Soil Stockpile Characterization and Evaluation of Imported and Exported Fill Material. Website URL: <http://eha-web.doh.hawaii.gov/eha-cma/Leaders/HEER/technical-guidance-and-fact-sheets>. October 8, 2017 (and updates).
20. Hawaii Department of Health, Office of Hazard Evaluation and Emergency Response. Construction EHMP Addendum Template, available from AIR-EE.
21. U.S. Environmental Protection Agency (EPA): Comprehensive Environmental Restoration, Compensation, and Liability Act, Section 107(1), 1980, exemption for cleanup of legally applied pesticide products.

PART 2 – PRODUCTS

2.1 PERSONAL PROTECTIVE EQUIPMENT & SIGNAGE

- A. Provide workers with Personal Protective Equipment (PPE) according to the Contractor's PPE Assessment.
- B. Provide warning signs and labels to protect the workers and the public.

2.2 POLYETHYLENE SHEETING

Sheet plastic shall be new, and clear or black with at least 20-mil thickness. A 6-mil plastic sheet can be used to cover the stockpiles.

PART 3 – EXECUTION

3.1 GENERAL WORK PROCEDURES

- A. Prior to beginning work, the Contractor, the Contractor's Qualified Environmental Professional, and DOTA Engineer or its representative shall discuss the approved

Work Plan, as described in Paragraph 3.2 below, including work procedures and safety precautions.

- B. Communicate any existing, potential, or new hazards to workers before a job begins or as necessary. The workers shall be aware of the need for proper safety procedures and be familiar with the Contractor's Work Plan.
- C. Boundaries shall be established at each area where soil excavation is to be performed. The area shall be clearly identified to prevent unauthorized entry. Establish a control area by completely enclosing/roping-off the area where contaminated soil excavation, removal, stockpiling and disposal operations will be performed.
- D. Provide physical boundaries around the control area by roping-off the area to ensure that airborne concentrations of COPC will not exceed permissible exposure limits outside the control area.
- E. Where applicable, caution signs shall be placed at the entrances to each work area, located such that approaching personnel may read the signs and take necessary precautions before entering the work area. No one will be permitted in the work area unless the person is provided with appropriate training and protective equipment.
- F. It should be noted that, in some cases, the contamination may not be identifiable through visual and/or olfactory observation (e.g., soil contaminated with metals, PCBs, pesticides, etc.) and contaminant-specific field screening techniques may need to be implemented.
- G. Measure, monitor, and record worker exposure to toxic materials or harmful agents as necessary.
- H. Follow Decontamination regulations and procedures as necessary.
- I. Soil excavation activities, grading, and any disturbance of impacted soil may cause a potential exposure to Contractor's employees and the general public due to fugitive dust. The routes of exposure of dusts are by inhalation, ingestion, and dermal contact. The Contractor shall use engineering controls such as water spraying and wind barriers to control fugitive dust.
- J. The Contractor shall test residual soils not used as backfill for COPC. Soils with concentrations above regulatory and/or unrestricted use environmental action levels shall be disposed of in accordance with regulatory requirements.
- K. Report construction activities in areas with contaminated soil or groundwater by completing the appropriate forms in the DOTA EHE-EHMP, Appendix B.3 Construction Activities Release Response Plan. Submit the forms to the HDOH Office of Hazard Evaluation and Emergency Response (HEER Office) and provide a copy of the forms to the DOTA Engineer and DOTA AIR-EE.

3.2 PRECONSTRUCTION REQUIREMENTS

- A. Submit the following a minimum of 30 calendar days prior to beginning any ground

disturbing activities, for approval by DOTA AIR-EE.

1. Contractor's Work Plan for Known or Suspected Areas of Contaminated Media:

- a. The Contractor shall submit their work plan which shall include, but not limited to, a Site-Specific Health and Safety Plan (HASp) or if needed, a C-EHMP. The work plan shall describe the procedures, engineering controls, and methods the Contractor will use during the excavation, temporary storage, handling, treatment, backfilling, and disposal of soil and/or water at the project site. The plan shall also include soil stockpiling and segregation, testing, contaminated soil and water quality testing, contaminated soil and water disposal procedures, backfilling procedures, personal protection requirements, work area isolation, construction barriers, wetting methods, decontamination procedures, and emergency procedures. The work plan shall be in accordance to all applicable Federal, State, and local regulations and latest amendments.

For locations within the airport which DOTA has already established a Site-Specific EHMP from previous projects, the DOTA's Site-Specific EHMP, shall govern, where applicable.

- b. The plan shall include the names of the Contractor's and their subcontractor's qualified personnel who will be supervising or managing the management of contaminated materials at the site. Include the personnel's phone number and qualifications.
- c. The plan shall include the name(s) of the Contractor's Qualified Environmental Professional, including their qualifications.
- d. Proposed schedule of work.
- e. A sketch identifying the location of temporary soil stockpiling and water storage devices, including pipes and appurtenances, if applicable.
- f. A map showing the location of the work and nearest medical facilities and hospitals.
- g. A copy of this Work Plan must be on the construction site and available at all times.
- h. The Work Plan shall be amended to reflect changes to the site or work conditions, as needed.

B. QUALIFIED ENVIRONMENTAL PROFESSIONAL

The Contractor shall employ a Qualified Environmental Professional who possesses five (5) years, minimum, experience providing environmental oversight for the management of contaminated media during construction activities. The Environmental Professional shall assist in the preparation of the Contractor's Work Plan by reviewing the work procedures, including the determination of the need for

PPE, and to provide environmental oversight during construction. The Environmental Professional shall be identified in the Work Plan, including a list of their environmental qualifications, for approval by DOTA AIR-EE.

C. CONTRACTOR TRAINING

The Contractor and its subcontractors shall implement safe work places and practices by eliminating, mitigating, or protecting against existing or potential hazards to the workers who may be exposed to harmful, hazardous, and toxic materials and substances, including contaminated water and soil.

3.3 CONSTRUCTION REQUIREMENTS

A. SOIL EXCAVATION AND STOCKPILING

1. Notify the HDOH Clean Water Branch (CWB) at least 90 calendar days prior to disturbing contaminated soil from known areas of contamination. Notify the HDOH HEER Office at least seven (7) calendar days prior to construction activities that could disturb known contaminated soil.
2. The HDOH HEER Office shall be immediately notified if contaminated soils are encountered. The disturbance of contaminated soil shall be performed in accordance with the Contractor's approved Work Plan, the DOTA EHE-EHMP, or a C- EHMP Addendum where applicable. HDOH HEER Office will determine whether additional sampling is required. Provide a location map with Global Positioning System (GPS) coordinates and approximate depth (bgs) at which the contaminated soils were encountered to the DOTA Engineer and DOTA AIR-EE.
3. During excavation and disturbance of impacted soil, all workers, supervisory personnel, subcontractors, and consultants must take precautionary measures as necessary to prevent exposure of the workers and the general public to chemicals of concern (COCs) by contaminated soil dust and inhalation of associated vapors.
4. The Contractor's Qualified Environmental Professional shall direct the segregation of the soil into three (3) separate soil piles: Pile No. 1 will consist of clean soil; Pile No. 2 will consist of soil excavated from areas found to be contaminated or suspected to be contaminated; and Pile No. 3 will consist of soil that is grossly contaminated. Contaminated soil stockpiles, suspected contaminated soil stockpiles, and grossly contaminated soil stockpiles shall be placed onto 20-mil plastic sheeting. Underlay edges of the plastic sheeting with bermed soil. Ensure that the height of the bermed soil will be sufficient to prevent stormwater runoff from breaching it. Place the excavated soil inside the bermed area on top of the plastic sheeting. Cover the stockpiles with 6-mil plastic sheeting in the bermed area to mitigate dust concerns caused by wind and prevent contact with rainwater and stormwater runoff. Secure the plastic cover with sufficient ballast and place sediment control devices along the entire toe of each stockpile.
5. Each stockpile shall not exceed 100 cubic yards and shall be located away from drainage features, surface waters, and stormwater drainage paths. Or, the soils

can be placed in watertight containers, such as 20-yard steel roll-off bins, drums, etc. These containers shall be covered.

6. The Contractor shall have representative soil samples taken from each stockpile (Pile No. 1, 2, and 3) and tested in accordance with HDOH guidelines, standards, and regulations, such that the soil sample report, prepared by the Contractor's Qualified Environmental Professional, can specifically state one of the following:
 - a. "The soil is not a regulated hazardous waste and is acceptable for disposal at a HDOH permitted facility."; or
 - b. "The soil is acceptable for unrestricted reuse."

Sampling and testing of the stockpiles shall be, at a minimum, in accordance to the latest edition of the HDOH's *Guidance for Soil Stockpile Characterization and Evaluation of Imported and Exported Fill Material*. The Contractor's Qualified Environmental Professional shall direct the soil sampling collection and testing methods in accordance with the most current guidelines. Stockpiles shall be tested using multi-increment (MI) sampling approaches. Appropriate decision unit (DU) volumes for larger stockpiles of soil should be discussed with the HDOH HEER Office on a case-by-case basis.

The Contractor shall also confirm, with the HDOH permitted facility, the facility's sampling requirements, as well as their standards for disposal.

7. Any liquid-phase oil or free product associated with the contaminated soil shall be drained prior to stockpiling. If feasible, the free product should be separated from the soil, properly stored, profiled, and disposed of at an approved recycling/disposal facility.
8. For any soils hauled off Airport property, the Contractor shall be responsible for the legal disposal of any soil. The Contractor shall implement and maintain the following:
 - a. A form, signed by the Contractor and haul truck driver. The form shall contain the following information:
 - i. The date the material is being taken off Airport property.
 - ii. The name of the haul trucking company.
 - iii. The haul truck number and license plate number.
 - iv. The quantity of material being loaded into the haul truck.
 - v. The disposal facility or location of where the material is to be taken.
 - vi. The time the truck left the project site.
 - b. The form and waste manifest from the HDOH permitted facility shall be provided to the Engineer or its representative by the close of the next working day. The Contractor shall verify that the quantity of material loaded into the truck, as indicated on the form, exactly matches the quantity of material disposed at the HDOH permitted facility, as indicated on the waste manifest.

- c. The Contractor shall maintain a log that summarizes each form and waste manifest for ease of tracking and monitoring.
 - d. **All forms, waste manifest, and summary log shall be a condition of payment being made to the Contractor and shall be submitted with each progress payment. Failure to submit the above and/or should any quantity of material loaded into the truck, as indicated on the form, not exactly match the quantity of material disposed at the HDOH permitted facility, as indicated on the waste manifest, shall be reason for the State to withhold payment to the Contractor.**
9. Excavated soils can be reused onsite (within the construction site boundaries) with the prior approval of the DOTA AIR-EE, HDOH HEER Office, and subject to the following conditions:
- a. Representative soil samples have been taken and tested in accordance with HDOH standards and regulations.
 - b. The contaminated soil can only be reused within proximity of its original excavation.
 - c. The contaminated soil is placed within areas more than 150 meters from surface water and drainage features.
 - d. The contaminated soil cannot be placed beneath or within the footprint of a planned building structure.
 - e. The contaminated soil can only be placed at an elevation above the tidally influenced high water table and at least 1-foot below the finish surface grade. The more highly impacted soil should be placed at the bottom of the excavation and the cleanest soil at the top of the excavation. At least 1-foot of clean soil must be placed as the final backfill layer at the top. The excavation shall then be capped with an impervious layer, such as concrete and asphalt.
 - f. The contaminated soil cannot contain any free oil, oil sheens, oil stains, or total petroleum hydrocarbon (TPH) concentrations exceeding 5,000 parts per million (ppm).
 - g. The contaminated soil is not considered a hazardous waste pursuant to Federal and State laws.
 - h. Contaminated soil shall not be reused in areas that are uncontaminated.
10. Excavated soils can be reused offsite (off Airports property) with the prior approval of the DOTA AIR-EE, HDOH HEER Office, and subject to the following conditions:
- a. Representative soil samples have been taken and tested in accordance with HDOH standards and regulations.

- b. The work shall be performed in accordance to the latest edition of the HDOH's *Guidance for Soil Stockpile Characterization and Evaluation of Imported and Exported Fill Material*.
 - c. A signed agreement with the receiving facility acknowledging the test results of the soil samples and acceptance of the soil is required to be submitted to the DOTA Engineer and DOTA AIR-EE ten (10) calendar days prior to hauling of the soil to the receiving facility.
 - d. The contaminated soil shall not contain any free oil, oil sheens, oil stains, or total petroleum hydrocarbon (TPH) concentrations exceeding 5,000 parts per million (ppm).
 - e. The contaminated soil is not considered a hazardous waste pursuant to Federal and State laws.
11. All soil that is reused onsite or offsite shall be included in the Closeout Report. The report shall include, at a minimum, a copy of the signed agreement from the receiving facility accepting the soil, a copy of the soil test results, the quantity of soil received by the facility, a location map of the reused soil including GPS coordinates of its limits, the depth and thickness of the soil's placement, a brief description of the purpose of the soil's re-use, and photos of the site conditions after placement has been completed.

B. GROUNDWATER MANAGEMENT

Soil and groundwater may be impacted by petroleum hydrocarbons, dissolved metals, and/or pesticides, and may be encountered during soil excavation.

1. The disturbance of contaminated groundwater shall be performed in accordance with the approved Work Plan, DOTA EHE-EHMP, or Site-Specific EHMP, where applicable. HDOH HEER Office will determine whether additional sampling is required.
2. If contaminated groundwater is uncovered at a previously unknown source or site on the project, the Contractor shall immediately notify the DOTA Engineer, DOTA AIR-EE, and HDOH HEER Office of its discovery. Provide a location map with GPS coordinates and approximate depth of the groundwater (bgs) at which the discovery was encountered.
3. During excavation and disturbance of impacted groundwater, all workers, supervisory personnel, subcontractors and consultants must take precautionary measures as necessary to prevent exposure of the workers and the general public to COCs and inhalation of associated vapors. Free product, sheen, and impacted groundwater must be managed properly.
4. Groundwater that exhibits evidence of possible contamination, i.e., odor, visual sheen, free product, coloration, and PID measurement, shall be properly stored when removed from the ground. Storage devices shall be watertight and leak-free to prevent discharge of the water into the surrounding ground, drainage system, and surface waters.

When disconnecting pipes and hoses from storage devices and equipment, residual waters contained in the pipes and hoses shall also be prevented from discharging into the surrounding ground, drainage system, and surface waters.

5. Representative water samples shall be taken and tested in accordance with Federal and State guidelines, standards, and regulations.
6. If free product is present in the extracted groundwater, it must be separated from the groundwater, profiled, and disposed of at an HDOH approved recycling/disposal facility. Free product shall not be moved from one excavation to another. Engineering measures shall be taken to prevent the transfer of the free product during dewatering. Under no circumstances shall water contaminated with free product be discharged from a dewatering pit.
7. At least once daily, remove oil observed floating on the groundwater during excavation activities using a vacuum truck, absorbent pad, or other methods approved by HDOH HEER Office. Excavations shall not be backfilled until the floating oil is removed to the maximum extent practicable, which is when further use of vacuum trucks, absorbent pads, or other approved methods do not result in further floating oil removal. Backfilling of any excavation shall not occur without concurrence from DOTA AIR-EE and HDOH HEER Office.
8. Avoid any releases of contaminated groundwater to surface water bodies or areas beyond the work area.
9. Groundwater shall only be re-infiltrated in the ground with the prior approval of DOTA AIR-EE and HDOH HEER Office, and subject to the following conditions:
 - a. Within 200-feet of its original location or source and returned to the same aquifer which is not a current or potential drinking water source. Re-infiltration shall not contaminate uncontaminated areas.
 - b. More than 150 meters from surface waters, drainage features, and drainage structures.
 - c. Groundwater does not contain any gross contaminants.
 - d. If petroleum free product is present in the groundwater, the free product shall be removed prior to transfer of the groundwater to the re-infiltration site. Free product shall be removed at least once daily until no free product is observed after 24 hours. The free product shall be disposed at an HDOH-approved facility.
 - e. Groundwater is not considered a hazardous waste pursuant to Federal and State law.
 - f. Re-infiltration shall be conducted at a slow enough rate so that it does not flow past the designated infiltration area, enter storm drains, or impact surface water in the area.
 - g. If discharging to a re-infiltration trench, the trench must not be an

underground injection control (UIC) well by HDOH's Safe Drinking Water Branch (SDWB) definitions. If some part of the trench system is deemed to be a UIC well, then the whole system shall be considered an injection well.

- h. Advance clearance from HDOH SDWB is required if a re-infiltration trench is deeper than 10 feet.
 - i. If a UIC well is used for re-infiltration, the Contractor is responsible to obtain the necessary permits, including, but not limited to, HDOH's UIC Permit. The Contractor shall meet and comply with all permit requirements, including, but not limited to, well construction, placement, use, and closure.
10. Under circumstances where contaminated groundwater cannot be re-infiltrated, proper disposal must be conducted with the prior approval of the DOTA AIR-EE, HDOH SDWB, HDOH Solid and Hazardous Waste Branch (SHWB), and HDOH HEER Office. This is also subject to the following conditions:
- a. Discharge to the local or municipal sanitary sewer system after acquiring appropriate permit(s) from City and County (if applicable and if allowable by the receiving governmental agency) prior to discharge. If discharge water was generated within contaminated areas, additional coordination with HDOH HEER Office is required, and Aquatic Habitat Criteria (Chronic Toxicity) shall apply to discharge within these areas, in addition to any criteria applicable to the National Pollutant Discharge Elimination System (NPDES) permit or pretreatment facility. Water discharged to a sanitary sewer may be required to meet Water Quality Standards.
 - b. Notification to the appropriate agencies and other pertinent information related to the discharge must be provided upon request.
 - c. The Contractor is responsible for the legal disposal or discharge of any groundwater that is not re-infiltrated, and shall provide the DOTA AIR-EE with copies of waste manifests.
 - d. For any groundwater hauled off Airport property, the Contractor shall have representative samples taken and tested in accordance with HDOH guidelines, standards, and regulations. A copy of the groundwater test result shall be submitted to DOTA AIR-EE. The groundwater shall not be disposed offsite without the approval of DOTA AIR-EE and the HDOH permitted facility that is receiving the groundwater. Furnish documentation from the receiving facility indicating that they acknowledge the groundwater test results, including their approval to dispose the groundwater at their facility.

C. RELEASE REPORTING

Encountering previously unknown, suspected, or confirmed contaminated soil or groundwater during subsurface construction activities is considered a release and shall be reported to HDOH HEER Office (phone: 808-586-4249, or after hours at 808-236-8200). Copies of the HDOH Release Report, HDOH issued Release Number, and email correspondence (if applicable), shall be furnished to the DOTA Engineer

and DOTA AIR-EE.

1. Upon the discovery of contaminated soil and/or groundwater, the Contractor shall immediately notify the DOTA Engineer, DOTA AIR-EE, and HDOH HEER Office.
2. A reportable release of hazardous substances or contaminated soil or groundwater may be indicated by, but not limited to, any of the following:
 - A petroleum sheen on the groundwater in an excavation.
 - Any free product that appears on groundwater.
 - Visual or olfactory evidence of contamination (e.g., unusual discoloration, buried containers, fumes, unknown liquids).
3. Comply with DOTA and HDOH HEER Office requirements. A written report shall be provided to the HDOH HEER Office. The *Hawaii Hazardous Substance Written Follow-up Notification Form* is provided in the DOTA EHE-EHMP, Appendix B.1. Photos shall be included to document the incident. The Contractor shall keep a copy of the completed Form B.1 and provide copies of the written report to the DOTA Engineer and DOTA AIR-EE.
4. If free product is encountered, report the release in accordance with HAR § 11-451.

Releases that occur during construction activities or releases due to unforeseen events (spill) shall also be reported.

1. Report all spills to immediately to AIR-EE, State Engineer, and appropriate airport personnel and regulatory agencies (if applicable) following the DOTA Spill Reporting Fact Sheets for each airport. Spill Reporting Fact Sheets can be found on DOTA's Environmental Webpage for Construction site Runoff at <https://hidot.hawaii.gov/airports/doing-business/engineering/environmental/construction-site-runoff-control-program/>.
2. In the event of a release of a hazardous substance that causes an imminent threat to human health or the environment, the first call shall be to 911.
3. Small spills of petroleum or hazardous substances (less than 25 gallons) which are capable of being cleaned up within 72 hours and do not threaten ground or surface waters shall be cleaned up immediately.
4. Report spills of a certain size (e.g., volume of greater than 25 gallons or not contained within 72 hours), per HAR § 11-451, to HDOH HEER Office and the National Response Center immediately. Comply with the HDOH HEER Office requirements. A written report shall be provided to the HDOH HEER Office within 30 calendar days of a Reportable Quantity spill cleanup. The *Hawaii Hazardous Substance Written Follow-up Notification Form* is provided in the DOTA EHE-EHMP, Appendix B.1. Photos shall be included to document the incident. The Contractor shall keep a copy of the completed Form B.1, and provide copies of the written report, the HDOH issued Release Number, and email correspondence (if applicable) to the DOTA Engineer and DOTA AIR-EE.
5. Any spill that enters a body of water, onto an adjoining shoreline, or discharges

into the storm drain system, HDOH CWB must also be immediately notified and the National Response Center notified within 24 hours. Report significant spills to the U.S. Coast Guard.

D. FINAL CLEANUP

1. When work which disturbs contaminated soil has been completed, the State will visually inspect the work area for evidence of contaminated materials and direct the Contractor to clean and remove remaining contaminated materials. The Contractor shall not dismantle the work area boundaries prior to authorization by the State.
2. Any equipment which contacts contaminated materials shall be cleaned with a water spray immediately upon completion of work. The wash location shall be located immediately adjacent to the contaminated area. All wash water and solid waste shall be disposed of in accordance with the Work Plan. The wash water shall not be allowed to discharge into the drainage system and surface waters.

E. AIR MONITORING

1. Air monitoring shall be conducted when petroleum-contaminated soil (PCS), contaminated groundwater, free product, or chlorinated solvents (e.g., PCE, TCE, etc.) is present in an excavated area. The monitoring shall include both work area and perimeter measurements of volatile organic compound (VOC) vapors. Appropriate response actions shall be taken in conformance to Federal and State regulatory requirements and guidelines. The response actions shall include ensuring that on-site workers have the appropriate level of PPE and the general public is not affected adversely.
2. Air monitoring shall be conducted with a conventional photoionization detector (PID) to measure total VOC vapor concentrations. If high levels of benzene are anticipated, an Ultra-Rae PID, which is benzene-specific, shall also be used.
3. If toxic gases are a potential concern, air monitoring of the lower explosive limit (LEL) shall be conducted using a multi-gas meter to determine if a hazardous atmosphere exists.
4. Air monitoring shall be conducted for at least three (3) full 8-hour shifts to establish a negative exposure assessment for worker's exposure to airborne contaminants. After the establishment of the negative worker's exposure, periodic monitoring shall be conducted once every seven (7) calendar days to document worker exposure for the duration of the contaminated soil work.
5. Work area and perimeter air monitoring shall be conducted throughout the entire duration of the contaminated soil work to ensure unprotected personnel are not exposed above permissible exposure limits at all times. If the outside boundary levels are at or exceed permissible exposure limits, work shall be stopped, and the Contractor's Qualified Environmental Professional and DOTA Engineer shall be immediately contacted to address the situation causing the increased levels.
6. Submit air sampling results to the DOTA Engineer within five (5) calendar days after the samples are collected, signed by the testing laboratory employee

performing the air monitoring.

F. UNDERGROUND STORAGE TANKS (UST) AND UTILITY PIPES

1. For any UST or pipeline discovered or planned removal, the nature of the UST or pipeline, and whether they are inactive, shall be determined prior to removal. Immediately notify the DOTA Engineer and DOTA AIR-EE of the discovery.

If unanticipated petroleum pipelines are discovered, contact HDOH HEER Office within 24 hours after encountering them.

2. The Contractor shall record field observations of the UST and pipelines. These observations shall include, but are not limited to, the following:
 - a. Location relative to fixed landmarks, including GPS coordinates. Provide a location map that shows the UST and pipelines that were encountered. The map must include a North arrow and a scale.
 - b. Depth, diameter, length, and type of pipe, if applicable. Describe the condition of the pipe.
 - c. Type of fuel or product, including analytical laboratory reports for the product that is recovered.
 - d. Beginning and ending fluid levels, if applicable.
 - e. Volume of each type of product removed.
 - f. Flow rates, if applicable.
 - g. Direction of flow.
 - h. Detailed photographs.
 - i. Detailed description of actions taken following the discovery, such as, cutting, product removal, and disposal.

Provide records of the field observations to the DOTA Engineer, DOTA AIR-EE, and HDOH HEER Office.

3. Prior to removal of a UST, the Contractor shall prepare and submit to the DOTA Engineer, for review by DOTA AIR-EE, a Site-Specific plan. All work associated with USTs shall be in compliance with HAR § 11-280.1 requirements, and HDOH HEER Office and HDOH SHWB requirements.

The contractor shall also complete the HDOH *Notice of Intent to Close Underground Storage Tanks* form and submit it to the DOTA Engineer for submission to HDOH SHWB (UST Section) by DOTA AIR-EE.

Prior to the removal of the UST, the Contractor shall receive approval from DOTA AIR-EE and HDOH HEER Office.

4. The UST or pipeline segment must be drained of its content or determined that it is empty of liquids or flammable vapors prior to the removal. Any petroleum fluids recovered must be representatively sampled and tested to determine how they can be recycled or disposed in full accordance with HAR § 11-58.1 and § 11-260–279, and any other Federal and State regulations.
5. Only personnel knowledgeable and trained in pipeline and UST removal shall cut, drain, and remove USTs and pipelines. Prior to cutting, plastic sheeting and absorbent material shall be placed below and adjacent to the cutting location. Any residual fluid in the UST or pipeline must be properly contained on the sheeting and prevented from discharging into the surrounding soil or entering any drainage system and surface waters.
6. The cut-off ends of the pipeline segments, that remain in-place, must be filled with concrete and appropriately sealed to prevent any potential leakage and contact with groundwater.
7. If the waste pipe or UST are to be stored onsite prior to disposal, the area shall be lined with polyethylene plastic sheeting, 10 mil or thicker, and bermed to contain any free product. Some viscous products may appear to be immobile, however, after exposed to atmosphere heating, can liquefy. The waste pipe segment shall be stored on appropriate dunnage with the ends of the pipe sealed or covered to protect the interior of the pipe from contact with rainwater and wind.
8. All removed pipelines and USTs shall be properly disposed or recycled.
9. For USTs, a UST Removal Report including all sampling activities required under HAR § 11-280.1 shall be prepared and submitted to the DOTA Engineer, DOTA AIR-EE, and HDOH SHWB (UST Section).

3.4 POST-CONSTRUCTION REQUIREMENTS

- A. Submit the following within 30 calendar days after work is completed.
 1. Close-out Report
 - a. A signed certificate stating that the removal and disposal of all contaminated materials were completed in accordance with the Contractor's approved Work Plan or C-EHMP Addendum, and all applicable Federal, State, and local rules and regulations.
 - b. All approved DOTA EHE-EHMP deviation request forms. (Reference Appendix B of the DOTA EHE-EHMP.)
 - c. All Site-Specific EHMP, if applicable.
 - d. All testing, laboratory results, and reports for any soil, groundwater, soil vapor, UST, pipeline, and other samplings taken.
 - e. All disposal forms, waste manifests, and summary logs.

- f. Any results from project air monitoring.
- g. Record of Field Observations, including location map with GPS coordinates, limits, and depths of any contaminated media (soil, groundwater, etc.) that were encountered at previously unknown source or sites on the project. Include a copy of the completed *Hawaii Hazardous Substance Written Follow-up Notification* form that was submitted to HDOH and all other associated documents.
- h. If any contaminated soil was removed offsite (off of Airport Property), at a minimum, include the following:
 - A copy of the signed agreement from the receiving facility acknowledging the test result of the soil samples and indicating acceptance of the soil for reuse.
 - Copies of the test results of the soil sampling.
- i. If any contaminated soil was re-used onsite (within the construction site boundaries), at a minimum, include the following:
 - Copies of the test results of the soil sampling.
 - The quantity of soil that is re-used on-site.
 - Location map of the re-used soil. Include GPS coordinates of its limits, if the area is accessible.
 - A brief description of the purpose of the re-used soil (e.g., general fill, utility trench backfill material, etc.). Include the depth and thickness of its placement.
 - Photos of the site after placement of the re-use soil has been completed.
- j. Record of Field Observation of any unanticipated UST or pipeline discovered during construction activities, including a copy of the completed HDOH *Notice of Intent to Close Underground Storage Tanks* form and all other associated documents.

The Close-out Report shall be by each individual contaminated media and shall include all appropriate documentations. The Close-out Reports for each contaminated media can be submitted separately or combined in a 3-ring binder with divider tabs.

PART 4 – MEASUREMENT AND PAYMENT

4.1 BASIS OF MEASUREMENT AND PAYMENT

Work under this Section will be paid for under the various contract items as shown below.

For ALLOWANCE items in the Proposal Schedule, the allowance is an estimate and the amount shall not exceed the maximum amount shown in the Proposal Schedule. Payment shall be the actual cost as invoiced by the Contractor and approved by the DOTA Engineer. The Contractor shall be allowed to include overhead, profit, insurance and/or other mark-ups, as stipulated in Section 9.5 of the 2016 General Provisions for Construction Projects, Air and Water Transportation Facilities Divisions.

<u>Item No.</u>	<u>Item</u>	<u>Unit</u>
01562.1	Management of Contaminated Medias	Allowance

Should the DOTA receive reports of any illegal dumping of material, and if illegal dumping is confirmed to have occurred, the DOTA will assess a Liquidated Damage amount of \$5,000 per truck per day, until the illegal dumped material has been cleaned up or the incident has been remedied to the HDOH’s concurrence. The Contractor shall not be entitled to recover any Liquidated Damages assessed, even after the non-compliance has been corrected.

The Contractor shall also be responsible for all citations, fines, and penalties levied by HDOH or EPA against the State due to the Contractor’s failure to properly manage contaminated medias, including non-compliance with the DOTA EHE-EHMP, DOTA Site-Specific EHMP, or C-EHMP Addendum. The Contractor shall reimburse the State within 30 calendar days for the full amount of outstanding cost that the State has incurred, or the State shall deduct all incurred costs from the Contractor’s monthly progress payments.

If the Contractor fails to satisfactorily address the non-compliance item, DOTA reserves the right to employ outside assistance or use the State’s own labor forces to provide necessary corrective measures. The Contractor shall be fully responsible for all cost and time. The State shall charge the Contractor such incurred costs plus any associated project engineering costs and shall make appropriate deductions from the Contractor’s monthly progress payment.

END OF SECTION

SECTION 02209 - CRUSHED AGGREGATE BASE COURSE

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

- A. The General Provision of the contract, including the General Provisions for Construction Projects (2016), Special Provisions, and General Requirements of the Specifications, apply to the work specified in this section. This Section shall be in accordance with FAA Specification Item P-209: Crushed Aggregate Base Course, as included as an attachment to this Section.

1.2 DESCRIPTION OF WORK

- A. This Section consists of a base course composed of crushed aggregate base constructed on a prepared course in accordance with these specifications and in conformity to the dimensions and typical cross-sections shown on the plans.

1.3 RELATED WORK SPECIFIED ELSEWHERE

- A. Section 02152 – Excavation, Subgrade, and Embankment; FAA Specification Item P-152.

1.4 REFERENCES

- A. Federal Aviation Administration (FAA)
 - 1. FAA Specification Item P-209: Crushed Aggregate Base Course.

1.5 SUBMITTALS

- A. Gradation of aggregate base course shall be submitted in accordance with FAA Specification Item P-209, paragraph 209-2.2.
- B. Aggregate base samples and gradation test results from the in-place, uncompacted material shall be submitted in accordance with FAA Specification Item P-209, paragraph 209-2.3.
- C. Field density results of compacted material meeting the requirements of FAA Specification Item P-209, paragraph 209-3.5 and 209-3.9.

PART 2 - PRODUCTS

- 2.1 Aggregates: in accordance with FAA Specification Item P-209, paragraph 209-2.1.

PART 3 - EXECUTION

- 3.1 Construction Methods shall be in accordance with FAA Specification Item P-209.

PART 4 - MEASUREMENT AND PAYMENT

4.1 METHOD OF MEASUREMENT

A. Method of measurement and payment shall be in accordance with FAA Specification Item P-209, paragraph 209-4.1.

4.2 BASIS OF PAYMENT

A. Basis for payment shall be in accordance with FAA Specification Item P-209, paragraph 209-5.1.

PART 5 - ATTACHMENTS

5.1 FAA Specification Item P-209 Crushed Aggregate Base Course.

Item P-209 Crushed Aggregate Base Course

DESCRIPTION

209-1.1 This item consists of a base course composed of crushed aggregate base constructed on a prepared course in accordance with these specifications and in conformity to the dimensions and typical cross-sections shown on the plans.

MATERIALS

209-2.1 Crushed aggregate base. Crushed aggregate shall consist of clean, sound, durable particles of crushed stone, crushed gravel, and shall be free from coatings of clay, silt, organic material, clay lumps or balls or other deleterious materials or coatings. The method used to produce the crushed gravel shall result in the fractured particles in the finished product as consistent and uniform as practicable. Fine aggregate portion, defined as the portion passing the No. 4 sieve shall consist of fines from the coarse aggregate crushing operation. The fine aggregate shall be produced by crushing stone, gravel, that meet the coarse aggregate requirements for wear and soundness. Aggregate base material requirements are listed in the following table.

Crushed Aggregate Base Material Requirements

Material Test	Requirement	Standard
Coarse Aggregate		
Resistance to Degradation	Loss: 45% maximum	ASTM C131
Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate	Loss after 5 cycles: 12% maximum using Sodium sulfate - or - 18% maximum using magnesium sulfate	ASTM C88
Percentage of Fractured Particles	Minimum 90% by weight of particles with at least two fractured faces and 98% with at least one fractured face ¹	ASTM D5821
Flat Particles, Elongated Particles, or Flat and Elongated Particles	10% maximum, by weight, of flat, elongated, or flat and elongated particles ²	ASTM D4791
Fine Aggregate		
Liquid limit	Less than or equal to 25	ASTM D4318
Plasticity Index	Not more than five (5)	ASTM D4318

¹ The area of each face shall be equal to at least 75% of the smallest mid-sectional area of the piece. When two fractured faces are contiguous, the angle between the planes of fractures shall be at least 30 degrees to count as two fractured faces.

² A flat particle is one having a ratio of width to thickness greater than five (5); an elongated particle is one having a ratio of length to width greater than five (5).

209-2.2 Gradation requirements. The gradation of the aggregate base material shall meet the requirements of the gradation given in the following table when tested per ASTM C117 and ASTM C136. The gradation shall be well graded from coarse to fine and shall not vary from the lower limit on one sieve to the high limit on an adjacent sieve or vice versa.

Gradation of Aggregate Base

Sieve Size	Design Range Percentage by Weight passing	Contractor's Final Gradation	Job Control Grading Band Tolerances ¹ (Percent)
2 inch	100		0
1-1/2 inch	95-100		±5
1 inch	70-95		±8
3/4 inch	55-85		±8
No. 4	30-60		±8
No. 40 ²	10-30		±5
No. 200 ²	0-8		±3

¹ The "Job Control Grading Band Tolerances for Contractor's Final Gradation" in the table shall be applied to "Contractor's Final Gradation" to establish a job control grading band. The full tolerance still applies if application of the tolerances results in a job control grading band outside the design range.

² The fraction of material passing the No 200 sieve shall not exceed two-thirds the fraction passing the No 40 sieve.

209-2.3 Sampling and Testing.

a. Aggregate base materials. The Contractor shall take samples of the aggregate base in accordance with ASTM D75 to verify initial aggregate base requirements and gradation. Material shall meet the requirements in paragraph 209-2.1. This sampling and testing will be the basis for approval of the aggregate base quality requirements.

b. Gradation requirements. The Contractor shall take at least two aggregate base samples per day in the presence of the Engineer to check the final gradation. Sampling shall be per ASTM D75. Material shall meet the requirements in paragraph 209-2.2. The samples shall be taken from the in-place, un-compacted material at sampling points and intervals designated by the Engineer.

209-2.4 Separation Geotextile. (Not Used)

CONSTRUCTION METHODS

209-3.1 Control strip. The first half-day of construction shall be considered the control strip. The Contractor shall demonstrate, in the presence of the Engineer, that the materials, equipment, and construction processes meet the requirements of the specification. The sequence and manner of rolling necessary to obtain specified density requirements shall be determined. The maximum compacted thickness may be increased to a maximum of 12 inches upon the Contractor's demonstration that approved equipment and operations will uniformly compact the lift to the

specified density. The Engineer must witness this demonstration and approve the lift thickness prior to full production.

Control strips that do not meet specification requirements shall be reworked, re-compacted or removed and replaced at the Contractor's expense. Full operations shall not continue until the control strip has been accepted by the Engineer. The Contractor shall use the same equipment, materials, and construction methods for the remainder of construction, unless adjustments made by the Contractor are approved by the Engineer.

209-3.2 Preparing underlying subgrade and/or subbase. The underlying subgrade and/or subbase shall be checked and accepted by the Engineer before base course placing and spreading operations begin. Re-proof rolling of the subgrade or proof rolling of the subbase, at the Contractor's expense, may be required by the Engineer if the Contractor fails to ensure proper drainage or protect the subgrade and/or subbase. Any ruts or soft, yielding areas due to improper drainage conditions, hauling, or any other cause, shall be corrected before the base course is placed. To ensure proper drainage, the spreading of the base shall begin along the centerline of the pavement on a crowned section or on the high side of the pavement with a one-way slope.

209-3.3 Production. The aggregate shall be uniformly blended and, when at a satisfactory moisture content per paragraph 209-3.5, the approved material may be transported directly to the placement.

209-3.4 Placement. The aggregate shall be placed and spread on the prepared underlying layer by spreader boxes or other devices as approved by the Engineer, to a uniform thickness and width. The equipment shall have positive thickness controls to minimize the need for additional manipulation of the material. Dumping from vehicles that require re-handling shall not be permitted. Hauling over the uncompacted base course shall not be permitted.

The aggregate shall meet gradation and moisture requirements prior to compaction. The base course shall be constructed in lifts as established in the control strip, but not less than 4 inches nor more than 12 inches of compacted thickness.

When more than one lift is required to establish the layer thickness shown on the plans, the construction procedure described here shall apply to each lift. No lift shall be covered by subsequent lifts until tests verify that compaction requirements have been met. The Contractor shall rework, re-compact and retest any material placed which does not meet the specifications at the Contractor's expense.

209-3.5 Compaction. Immediately after completion of the spreading operations, compact each layer of the base course, as specified, with approved compaction equipment. The number, type, and weight of rollers shall be sufficient to compact the material to the required density within the same day that the aggregate is placed on the subgrade.

The field density of each compacted lift of material shall be at least 100% of the maximum density of laboratory specimens prepared from samples of the base material delivered to the jobsite. The laboratory specimens shall be compacted and tested in accordance with ASTM D1557. The moisture content of the material during placing operations shall be within ± 2 percentage points of the optimum moisture content as determined by ASTM D6938. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

209-3.6 Weather limitations. Material shall not be placed unless the ambient air temperature is at least 40°F and rising. Work on base course shall not be conducted when the subgrade or subbase is wet or frozen or the base material contains frozen material.

209-3.7 Maintenance. The base course shall be maintained in a condition that will meet all specification requirements. When material has been exposed to excessive rain, snow, or freeze-thaw conditions, prior to placement of additional material, the Contractor shall verify that materials still meet all specification requirements. Equipment may be routed over completed sections of base course, provided that no damage results and the equipment is routed over the full width of the completed base course. Any damage resulting to the base course from routing equipment over the base course shall be repaired by the Contractor at the Contractor's expense.

209-3.8 Surface tolerances. After the course has been compacted, the surface shall be tested for smoothness and accuracy of grade and crown. Any portion lacking the required smoothness or failing in accuracy of grade or crown shall be scarified to a depth of at least 3 inches, reshaped and recompacted to grade until the required smoothness and accuracy are obtained and approved by the Engineer. Any deviation in surface tolerances shall be corrected by the Contractor at the Contractor's expense. The smoothness and accuracy requirements specified here apply only to the top layer when base course is constructed in more than one layer.

a. Smoothness. The finished surface shall not vary more than 3/8-inch when tested with a 12-foot straightedge applied parallel with and at right angles to the centerline. The straightedge shall be moved continuously forward at half the length of the 12-foot straightedge for the full length of each line on a 50-foot grid.

b. Grade. The grade and crown shall be measured on a 50-foot grid and shall be within +0 and -1/2 inch of the specified grade, or as directed by the Engineer.

209-3.9 Acceptance sampling and testing. Crushed aggregate base course shall be accepted for density and thickness on an area basis. Two tests shall be made for density and thickness for each 1200 square yds. Sampling locations will be determined on a random basis per ASTM D3665.

a. Density. Each area shall be accepted for density when the field density is at least 100% of the maximum density of laboratory specimens compacted and tested per ASTM 1557. The in-place field density shall be determined per ASTM D6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938. If the specified density is not attained, the area represented by the failed test must be reworked and/or recompacted and two additional random tests made at the Contractor's expense. This procedure shall be followed until the specified density is reached. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

b. Thickness. Depth tests shall be made by test holes at least 3 inches in diameter that extend through the base, or as otherwise directed by the Engineer. The thickness of the base course shall be within +0 and -1/2 inch of the specified thickness as determined by depth tests taken by the Contractor in the presence of the Engineer for each area. Where the thickness is deficient by more than 1/2-inch, the Contractor shall correct such areas at no additional cost by scarifying to a depth of at least 3 inches, adding new material of proper gradation, and the material shall be blended and recompacted to grade. The Contractor shall replace, at his expense, base material where depth tests have been taken.

METHOD OF MEASUREMENT

209-4.1 The quantity of crushed aggregate base course will be determined by measurement of the number of cubic yards of material actually constructed and accepted by the Engineer as complying with the plans and specifications. Base materials shall not be included in any other excavation quantities.

BASIS OF PAYMENT

209-5.1 Payment shall be made at the contract unit price per cubic yard for crushed aggregate base course. This price shall be full compensation for furnishing all materials, for preparing and placing these materials, and for all labor, equipment tools, and incidentals necessary to complete the item.

Payment will be made under:

<u>ITEM NO.</u>	<u>ITEM</u>	<u>UNIT</u>
02209.1	Crushed Aggregate Base Course	Cubic Yard

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM C29	Standard Test Method for Bulk Density (“Unit Weight”) and Voids in Aggregate
ASTM C88	Standard Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM C117	Standard Test Method for Materials Finer than 75- μ m (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C131	Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C136	Standard Test Method for Sieve or Screen Analysis of Fine and Coarse Aggregates
ASTM C142	Standard Test Method for Clay Lumps and Friable Particles in Aggregates
ASTM D75	Standard Practice for Sampling Aggregates
ASTM D698	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400 ft-lbf/ft ³ (600 kN-m/m ³))
ASTM D1556	Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method

ASTM D1557	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/ft ³ (2700 kN-m/m ³))
ASTM D2167	Standard Test Method for Density and Unit Weight of Soil in Place by the Rubber Balloon Method
ASTM D2419	Standard Test Method for Sand Equivalent Value of Soils and Fine Aggregate
ASTM D3665	Standard Practice for Random Sampling of Construction Materials
ASTM D4318	Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D4491	Standard Test Methods for Water Permeability of Geotextiles by Permittivity
ASTM D4643	Standard Test Method for Determination of Water Content of Soil and Rock by Microwave Oven Heating
ASTM D4751	Standard Test Methods for Determining Apparent Opening Size of a Geotextile
ASTM D4791	Standard Test Method for Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate
ASTM D5821	Standard Test Method for Determining the Percentage of Fractured Particles in Coarse Aggregate
ASTM D6938	Standard Test Method for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)
ASTM D7928	Standard Test Method for Particle-Size Distribution (Gradation) of Fine-Grained Soils Using the Sedimentation (Hydrometer) Analysis

American Association of State Highway and Transportation Officials (AASHTO)

M288	Standard Specification for Geosynthetic Specification for Highway Applications
------	--

END OF ITEM P-209

-----END OF SECTION 02209-----

SECTION 02401 - ASPHALT MIX PAVEMENT

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

The General Provision of the contract, including the General Provisions for Construction Projects (2016), Special Provisions, and General Requirements of the Specifications, apply to the work specified in this section. This Section shall be in accordance with FAA Specification Item P-401: Asphalt Mix Pavement, as included as an attachment to this Section.

1.2 DESCRIPTION OF WORK

A. This Section shall consist of pavement courses composed of mineral aggregate and asphalt binder mixed in a central mixing plant and placed on a prepared base or stabilized course in accordance with these specifications and shall conform to the lines, grades, thicknesses, and typical cross-sections shown on the plans, or as directed by the Engineer. Each course shall be constructed to the depth, typical section, and elevation required by the plans, or as directed by the Engineer and shall be rolled, finished, and approved before the placement of the next course.

1.3 RELATED WORK SPECIFIED ELSEWHERE

- A. Section 02602 – Emulsified Asphalt Prime Coat; FAA Specification Item P-602.
- B. Section 02603 – Emulsified Asphalt Tack Coat; FAA Specification Item P-603.
- C. Section 02621 – Saw-Cut Grooves; FAA Specification Item P-621.

1.4 REFERENCES

- A. Federal Aviation Administration (FAA)
 - 1. FAA Specification Item P-401: Asphalt Mix Pavement.

1.5 SUBMITTALS

- A. Job mix formula (JMF) laboratory's current accreditation and accredited test methods shall be submitted in accordance with the requirements of FAA Specification Item P-401, paragraph 401-3.2.
- B. JMF mixture shall be submitted in accordance with the requirements of FAA Specification Item P-401, paragraph 401-3.3.
- C. Coatings for truck beds to prevent asphalt from sticking to the truck beds shall be submitted in accordance with the requirements of FAA Specification Item P-401, paragraph 401-4.4.
- D. A laydown plan shall be submitted in accordance with the requirements of FAA Specification Item P-401, paragraph 401-4.12.
- E. A lighting plan shall be submitted in accordance with the requirements of FAA Specification Item P-401, paragraph 401-4.17.

PART 2 - PRODUCTS

- 2.1 Aggregates: in accordance with FAA Specification Item P-401, paragraph 401-2.1.
- 2.2 Mineral Filler: in accordance with FAA Specification Item P-401, paragraph 401-2.2.
- 2.3 Asphalt Binder: in accordance with FAA Specification Item P-401, paragraph 401-2.3.
- 2.4 Anti-Stripping Agent: in accordance with FAA Specification Item P-401, paragraph 401-2.4.
- 2.5 Composition of mixtures, job mix formula (JMF) laboratory, JMF, and control strip shall be in accordance with FAA Specification Item P-401.

PART 3 - EXECUTION

- 3.1 Construction Methods shall be in accordance with FAA Specification Item P-401.
- 3.2 The Contractor Quality Control shall be in accordance with FAA Specification Item P-401.
- 3.3 Material Acceptance shall be in accordance with FAA Specification Item P-401.

PART 4 - MEASUREMENT AND PAYMENT

4.1 METHOD OF MEASUREMENT

- A. Method of measurement and payment shall be in accordance with FAA Specification Item P-401, paragraph 401-7.1.

4.2 BASIS OF PAYMENT

- A. Basis for payment shall be in accordance with FAA Specification Item P-401, paragraph 401-8.1 and 401-8.2.

PART 5 - ATTACHMENTS

- 5.1 FAA Specification Item P-401 Asphalt Mix Pavement.

Item P-401 Asphalt Mix Pavement

DESCRIPTION

401-1.1 This item shall consist of pavement courses composed of mineral aggregate and asphalt binder mixed in a central mixing plant and placed on a prepared base or stabilized course in accordance with these specifications and shall conform to the lines, grades, thicknesses, and typical cross-sections shown on the plans, or as directed by the Engineer. Each course shall be constructed to the depth, typical section, and elevation required by the plans, or as directed by the Engineer and shall be rolled, finished, and approved before the placement of the next course.

MATERIALS

401-2.1 Aggregate. Aggregates shall consist of crushed stone, crushed gravel, crushed slag, screenings, natural sand, and mineral filler, as required. The aggregates should have no known history of detrimental pavement staining due to ferrous sulfides, such as pyrite. Coarse aggregate is the material retained on the No. 4 sieve. Fine aggregate is the material passing the No. 4 sieve.

a. Coarse aggregate. Coarse aggregate shall consist of sound, tough, durable particles, free from films of matter that would prevent thorough coating and bonding with the asphalt material and free from organic matter and other deleterious substances. Coarse aggregate material requirements are given in the table below.

Coarse Aggregate Material Requirements

Material Test	Requirement	Standard
Resistance to Degradation	Loss: 40% maximum	ASTM C131
Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate	Loss after 5 cycles: 12% maximum using Sodium sulfate - or - 18% maximum using magnesium sulfate	ASTM C88
Clay lumps and friable particles	1.0% maximum	ASTM C142
Percentage of Fractured Particles	For pavements designed for aircraft gross weights of 60,000 pounds or more: Minimum 75% by weight of particles with at least two fractured faces and 85% with at least one fractured face ¹	ASTM D5821
	For pavements designed for aircraft gross weights less than 60,000 pounds: Minimum 50% by weight of particles with at least two fractured faces and 65% with at least one fractured face ¹	
Flat, Elongated, or Flat and Elongated Particles	8% maximum, by weight, of flat, elongated, or flat and elongated particles at 5:1 ²	ASTM D4791
Bulk density of slag ³	Weigh not less than 70 pounds per cubic foot	ASTM C29.

¹ The area of each face shall be equal to at least 75% of the smallest mid-sectional area of the piece. When two fractured faces are contiguous, the angle between the planes of fractures shall be at least 30 degrees to count as two fractured faces.

² A flat particle is one having a ratio of width to thickness greater than five (5); an elongated particle is one having a ratio of length to width greater than five (5).

³ Only required if slag is specified.

b. Fine aggregate. Fine aggregate shall consist of clean, sound, tough, durable, angular shaped particles produced by crushing stone, slag, or gravel and shall be free from coatings of clay, silt, or other objectionable matter. Natural (non-manufactured) sand may be used to obtain the gradation of the fine aggregate blend or to improve the workability of the mix. Fine aggregate material requirements are listed in the table below.

Fine Aggregate Material Requirements

Material Test	Requirement	Standard
Liquid limit	25 maximum	ASTM D4318
Plasticity Index	4 maximum	ASTM D4318
Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate	Loss after 5 cycles: 10% maximum using Sodium sulfate - or - 15% maximum using magnesium sulfate	ASTM C88
Clay lumps and friable particles	1.0% maximum	ASTM C142
Sand equivalent	45 minimum	ASTM D2419
Natural Sand	15% maximum by weight of total aggregate	ASTM D1073

c. Sampling. ASTM D75 shall be used in sampling coarse and fine aggregate.

401-2.2 Mineral filler. Mineral filler (baghouse fines) may be added in addition to material naturally present in the aggregate. Mineral filler shall meet the requirements of ASTM D242.

Mineral Filler Requirements

Material Test	Requirement	Standard
Plasticity Index	4 maximum	ASTM D4318

401-2.3 Asphalt binder. Asphalt binder shall conform to ASTM D6373 Performance Grade (PG) 64-22.

Asphalt Binder PG Plus Test Requirements

Material Test	Requirement	Standard
Elastic Recovery	75% minimum	ASTM D6084

¹ Follow procedure B on RTFO aged binder.]

401-2.4 Anti-stripping agent. Any anti-stripping agent or additive (anti-strip) shall be heat stable and shall not change the asphalt binder grade beyond specifications. Anti-strip shall be an approved material of the Department of Transportation of the State in which the project is located.

COMPOSITION

401-3.1 Composition of mixture(s). The asphalt mix shall be composed of a mixture of aggregates, filler and anti-strip agent if required, and asphalt binder. The aggregate fractions shall be sized, handled in separate size groups, and combined in such proportions that the resulting mixture meets the grading requirements of the job mix formula (JMF).

401-3.2 Job mix formula (JMF) laboratory. The laboratory used to develop the JMF shall possess a current certificate of accreditation, listing D3666 from a national accrediting authority and all test methods required for developing the JMF; and be listed on the accrediting authority's

website. A copy of the laboratory's current accreditation and accredited test methods shall be submitted to the Engineer prior to start of construction.

401-3.3 Job mix formula (JMF). No asphalt mixture shall be placed until an acceptable mix design has been submitted to the Engineer for review and accepted in writing. The Engineer's review shall not relieve the Contractor of the responsibility to select and proportion the materials to comply with this section.

When the project requires asphalt mixtures of differing aggregate gradations and/or binders, a separate JMF shall be submitted for each mix. Add anti-stripping agent to meet tensile strength requirements.

The JMF shall be prepared by an accredited laboratory that meets the requirements of paragraph 401-3.2. The asphalt mixture shall be designed using procedures contained in Asphalt Institute MS-2 Mix Design Manual, 7th Edition. Samples shall be prepared and compacted using a Marshall compactor in accordance with ASTM D6926.

Should a change in sources of materials be made, a new JMF must be submitted to the Engineer for review and accepted in writing before the new material is used. After the initial production JMF has been approved by the Engineer and a new or modified JMF is required for whatever reason, the subsequent cost of the new or modified JMF, including a new control strip when required by the Engineer, will be borne by the Contractor.

The Engineer may request samples at any time for testing, prior to and during production, to verify the quality of the materials and to ensure conformance with the applicable specifications.

The JMF shall be submitted in writing by the Contractor at least 30 days prior to the start of paving operations. The JMF shall be developed within the same construction season using aggregates proposed for project use.

The JMF shall be dated, and stamped or sealed by the responsible professional Engineer of the laboratory and shall include the following items as a minimum:

- Manufacturer's Certificate of Analysis (COA) for the asphalt binder used in the JMF in accordance with paragraph 401-2.3. Certificate of asphalt performance grade is with modifier already added, if used and must indicate compliance with ASTM D6373. For plant modified asphalt binder, certified test report indicating grade certification of modified asphalt binder.
- Manufacturer's Certificate of Analysis (COA) for the anti-stripping agent if used in the JMF in accordance with paragraph 401-2.4.
- Certified material test reports for the course and fine aggregate and mineral filler in accordance with paragraphs 401-2.1.
- Percent passing each sieve size for individual gradation of each aggregate cold feed and/or hot bin; percent by weight of each cold feed and/or hot bin used; and the total combined gradation in the JMF.
- Specific Gravity and absorption of each coarse and fine aggregate.
- Percent natural sand.
- Percent fractured faces.

- Percent by weight of flat particles, elongated particles, and flat and elongated particles (and criteria).
- Percent of asphalt.
- Number of blows
- Laboratory mixing and compaction temperatures.
- Supplier-recommended field mixing and compaction temperatures.
- Plot of the combined gradation on a 0.45 power gradation curve.
- Graphical plots of air voids, voids in the mineral aggregate (VMA), and unit weight versus asphalt content. To achieve minimum VMA during production, the mix design needs to account for material breakdown during production.
- Tensile Strength Ratio (TSR).
- Type and amount of Anti-strip agent when used.
- Hamburg Wheel test results.
- Date the JMF was developed. Mix designs that are not dated or which are from a prior construction season shall not be accepted.

Table 1. Asphalt Design Criteria

Test Property	Value	Test Method
Number of blows	75	
Air voids (%)	3.5	ASTM D3203
Percent voids in mineral aggregate (VMA), minimum	See Table 2	ASTM D6995
Tensile Strength Ratio (TSR) ¹	not less than 80 at a saturation of 70-80%	ASTM D4867
Asphalt Pavement Analyzer (APA) ²	Less than 10 mm @ 4000 passes	AASHTO T340 at 250 psi hose pressure at 64°C test temperature

¹ Test specimens for TSR shall be compacted at 7 ± 1.0 % air voids. In areas subject to freeze-thaw, use freeze-thaw conditioning in lieu of moisture conditioning per ASTM D4867.

² AASHTO T340 at 100 psi hose pressure at 64°C test temperature may be used in the interim. If this method is used the required Value shall be less than 5 mm @ 8000 passes

³ Where APA not available, use Hamburg Wheel test (AASHTO T-324) 10mm @ 20,000 passes at 50°C.

The mineral aggregate shall be of such size that the percentage composition by weight, as determined by laboratory sieves, will conform to the gradation or gradations specified in Table 2 when tested in accordance with ASTM C136 and ASTM C117.

The gradations in Table 2 represent the limits that shall determine the suitability of aggregate for use from the sources of supply; be well graded from coarse to fine and shall not vary from the low limit on one sieve to the high limit on the adjacent sieve, or vice versa.

Table 2. Aggregate - Asphalt Pavements

Sieve Size	Percentage by Weight Passing Sieve
1 inch	--
3/4 inch	100
1/2 inch	90-100
3/8 inch	72-88
No. 4	53-73
No. 8	38-60
No. 16	26-48
No. 30	18-38
No. 50	11-27
No. 100	6-18
No. 200	3-6
Minimum Voids in Mineral Aggregate (VMA)¹	15.0
Asphalt Percent:	
Stone or gravel	5.0-7.5
Recommended Minimum Construction Lift Thickness	2 inch

¹ To achieve minimum VMA during production, the mix design needs to account for material breakdown during production.

The aggregate gradations shown are based on aggregates of uniform specific gravity. The percentages passing the various sieves shall be corrected when aggregates of varying specific gravities are used, as indicated in the Asphalt Institute MS-2 Mix Design Manual, 7th Edition.

401-3.4 Reclaimed asphalt pavement (RAP). RAP shall not be used.

401-3.5 Control Strip. A control strip is not required.

CONSTRUCTION METHODS

401-4.1 Weather limitations. The asphalt shall not be placed upon a wet surface or when the surface temperature of the underlying course is less than specified in Table 4. The temperature requirements may be waived by the Engineer, if requested; however, all other requirements including compaction shall be met.

Table 4. Surface Temperature Limitations of Underlying Course

Mat Thickness	Base Temperature (Minimum)	
	°F	°C
3 inches or greater	40 ¹	4
Greater than 2 inches but less than 3 inches	45	7

401-4.2 Asphalt plant. Plants used for the preparation of asphalt shall conform to the requirements of American Association of State Highway and Transportation Officials (AASHTO) M156 including the following items.

a. Inspection of plant. The Engineer, or Engineer’s authorized representative, shall have access, at all times, to all areas of the plant for checking adequacy of equipment; inspecting operation of the plant: verifying weights, proportions, and material properties; and checking the temperatures maintained in the preparation of the mixtures.

b. Storage bins and surge bins. The asphalt mixture stored in storage and/or surge bins shall meet the same requirements as asphalt mixture loaded directly into trucks. Asphalt mixture shall not be stored in storage and/or surge bins for a period greater than twelve (12) hours. If the Engineer determines there is an excessive heat loss, segregation, or oxidation of the asphalt mixture due to temporary storage, temporary storage shall not be allowed.

401-4.3 Aggregate stockpile management. Aggregate stockpiles shall be constructed in a manner that prevents segregation and intermixing of deleterious materials. Aggregates from different sources shall be stockpiled, weighed and batched separately at the asphalt batch plant. Aggregates that have become segregated or mixed with earth or foreign material shall not be used.

A continuous supply of materials shall be provided to the work to ensure continuous placement.

401-4.4 Hauling equipment. Trucks used for hauling asphalt shall have tight, clean, and smooth metal beds. To prevent the asphalt from sticking to the truck beds, the truck beds shall be lightly coated with a minimum amount of paraffin oil, lime solution, or other material approved by the Engineer. Petroleum products shall not be used for coating truck beds. Each truck shall have a suitable cover to protect the mixture from adverse weather. When necessary, to ensure that the mixture will be delivered to the site at the specified temperature, truck beds shall be insulated or heated and covers shall be securely fastened.

401-4.4.1 Material transfer vehicle (MTV). Material transfer vehicles used to transfer the material from the hauling equipment to the paver, shall use a self-propelled, material transfer vehicle with a swing conveyor that can deliver material to the paver without making contact with the paver. The MTV shall be able to move back and forth between the hauling equipment and the paver providing material transfer to the paver, while allowing the paver to operate at a constant speed. The Material Transfer Vehicle will have remixing and storage capability to prevent physical and thermal segregation.

401-4.5 Asphalt pavers. Asphalt pavers shall be self-propelled with an activated heated screed, capable of spreading and finishing courses of asphalt that will meet the specified thickness, smoothness, and grade. The paver shall have sufficient power to propel itself and the hauling equipment without adversely affecting the finished surface. The asphalt paver shall be equipped

with a control system capable of automatically maintaining the specified screed grade and elevation.

If the spreading and finishing equipment in use leaves tracks or indented areas, or produces other blemishes in the pavement that are not satisfactorily corrected by the scheduled operations, the use of such equipment shall be discontinued.

The paver shall be capable of paving to a minimum width specified in paragraph 401-4.12.

401-4.6 Rollers. The number, type, and weight of rollers shall be sufficient to compact the asphalt to the required density while it is still in a workable condition without crushing of the aggregate, depressions or other damage to the pavement surface. Rollers shall be in good condition, clean, and capable of operating at slow speeds to avoid displacement of the asphalt. All rollers shall be specifically designed and suitable for compacting asphalt concrete and shall be properly used. Rollers that impair the stability of any layer of a pavement structure or underlying soils shall not be used.

401-4.7 Density device. The Contractor shall have on site a density gauge during all paving operations in order to assist in the determination of the optimum rolling pattern, type of roller and frequencies, as well as to monitor the effect of the rolling operations during production paving. The Contractor shall supply a qualified technician during all paving operations to calibrate the gauge and obtain accurate density readings for all new asphalt. These densities shall be supplied to the Engineer upon request at any time during construction. No separate payment will be made for supplying the density gauge and technician.

401-4.8 Preparation of asphalt binder. The asphalt binder shall be heated in a manner that will avoid local overheating and provide a continuous supply of the asphalt binder to the mixer at a uniform temperature. The temperature of unmodified asphalt binder delivered to the mixer shall be sufficient to provide a suitable viscosity for adequate coating of the aggregate particles, but shall not exceed 325°F when added to the aggregate. The temperature of modified asphalt binder shall be no more than 350°F when added to the aggregate.

401-4.9 Preparation of mineral aggregate. The aggregate for the asphalt shall be heated and dried. The maximum temperature and rate of heating shall be such that no damage occurs to the aggregates. The temperature of the aggregate and mineral filler shall not exceed 350°F when the asphalt binder is added. Particular care shall be taken that aggregates high in calcium or magnesium content are not damaged by overheating. The temperature shall not be lower than is required to obtain complete coating and uniform distribution on the aggregate particles and to provide a mixture of satisfactory workability.

401-4.10 Preparation of Asphalt mixture. The aggregates and the asphalt binder shall be weighed or metered and mixed in the amount specified by the JMF. The combined materials shall be mixed until the aggregate obtains a uniform coating of asphalt binder and is thoroughly distributed throughout the mixture. Wet mixing time shall be the shortest time that will produce a satisfactory mixture, but not less than 25 seconds for batch plants. The wet mixing time for all plants shall be established by the Contractor, based on the procedure for determining the percentage of coated particles described in ASTM D2489, for each individual plant and for each type of aggregate used. The wet mixing time will be set to achieve 95% of coated particles. For continuous mix plants, the minimum mixing time shall be determined by dividing the weight of

its contents at operating level by the weight of the mixture delivered per second by the mixer. The moisture content of all asphalt upon discharge shall not exceed 0.5%.

401-4.11 Application of Prime and Tack Coat. Immediately before placing the asphalt mixture, the underlying course shall be cleaned of all dust and debris.

A prime coat shall be applied to aggregate base prior to placing the asphalt mixture.

A tack coat shall be applied in accordance with Section 02603 to all vertical and horizontal asphalt and concrete surfaces prior to placement of the first and each subsequent lift of asphalt mixture.

401-4.12 Laydown plan, transporting, placing, and finishing. Prior to the placement of the asphalt, the Contractor shall prepare a laydown plan with the sequence of paving lanes and width to minimize the number of cold joints; the location of any temporary ramps; laydown temperature; and estimated time of completion for each portion of the work (milling, paving, rolling, cooling, etc.). The laydown plan and any modifications shall be approved by the Engineer.

Deliveries shall be scheduled so that placing and compacting of asphalt is uniform with minimum stopping and starting of the paver. Hauling over freshly placed material shall not be permitted until the material has been compacted, as specified, and allowed to cool to approximately ambient temperature. The Contractor, at their expense, shall be responsible for repair of any damage to the pavement caused by hauling operations.

Contractor shall survey each lift of asphalt surface course and certify to Engineer that every lot of each lift meets the grade tolerances before the next lift can be placed.

Edges of existing asphalt pavement abutting the new work shall be saw cut and the cut off material and laitance removed. Apply a tack coat in accordance with Section 02603 before new asphalt material is placed against it.

The speed of the paver shall be regulated to eliminate pulling and tearing of the asphalt mat. Placement of the asphalt mix shall begin along the centerline of a crowned section or on the high side of areas with a one way slope unless shown otherwise on the laydown plan as accepted by the Engineer. The asphalt mix shall be placed in consecutive adjacent lanes having a minimum width of 15 feet except where edge lanes require less width to complete the area. Additional screed sections attached to widen the paver to meet the minimum lane width requirements must include additional auger sections to move the asphalt mixture uniformly along the screed extension.

The longitudinal joint in one course shall offset the longitudinal joint in the course immediately below by at least one foot; however, the joint in the surface top course shall be at the centerline of crowned pavements. Transverse joints in one course shall be offset by at least 10 feet from transverse joints in the previous course. Transverse joints in adjacent lanes shall be offset a minimum of 10 feet. On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impractical, the asphalt may be spread and luted by hand tools.

The Engineer may at any time, reject any batch of asphalt, on the truck or placed in the mat, which is rendered unfit for use due to contamination, segregation, incomplete coating of aggregate, or overheated asphalt mixture. Such rejection may be based on only visual inspection or temperature measurements. In the event of such rejection, the Contractor may take a representative sample of the rejected material in the presence of the Engineer, and if it can be demonstrated in the laboratory,

in the presence of the Engineer, that such material was erroneously rejected, payment will be made for the material at the contract unit price.

Areas of segregation in the surface course, as determined by the Engineer, shall be removed and replaced at the Contractor's expense. The area shall be removed by saw cutting and milling a minimum of the construction lift thickness as specified in paragraph 401-3.3, Table 2 for the approved mix design. The area to be removed and replaced shall be a minimum width of the paver and a minimum of 10 feet long.

401-4.13 Compaction of asphalt mixture. After placing, the asphalt mixture shall be thoroughly and uniformly compacted by self-propelled rollers. The surface shall be compacted as soon as possible when the asphalt has attained sufficient stability so that the rolling does not cause undue displacement, cracking or shoving. The sequence of rolling operations and the type of rollers used shall be at the discretion of the Contractor. The speed of the roller shall, at all times, be sufficiently slow to avoid displacement of the hot mixture and be effective in compaction. Any surface defects and/or displacement occurring as a result of the roller, or from any other cause, shall be corrected at the Contractor's expense.

Sufficient rollers shall be furnished to handle the output of the plant. Rolling shall continue until the surface is of uniform texture, true to grade and cross-section, and the required field density is obtained. To prevent adhesion of the asphalt to the roller, the wheels shall be equipped with a scraper and kept moistened with water as necessary.

In areas not accessible to the roller, the mixture shall be thoroughly compacted with approved power tampers.

Any asphalt that becomes loose and broken, mixed with dirt, contains check-cracking, or in any way defective shall be removed and replaced with fresh hot mixture and immediately compacted to conform to the surrounding area. This work shall be done at the Contractor's expense. Skin patching shall not be allowed.

401-4.14 Joints. The formation of all joints shall be made to ensure a continuous bond between the courses and obtain the required density. All joints shall have the same texture as other sections of the course and meet the requirements for smoothness and grade.

The roller shall not pass over the unprotected end of the freshly laid asphalt except when necessary to form a transverse joint. When necessary to form a transverse joint, it shall be made by means of placing a bulkhead or by tapering the course. The tapered edge shall be cut back to its full depth and width on a straight line to expose a vertical face prior to placing the adjacent lane. In both methods, all contact surfaces shall be coated with an asphalt tack coat before placing any fresh asphalt against the joint.

Longitudinal joints which have been left exposed for more than four (4) hours; the surface temperature has cooled to less than 175°F; or are irregular, damaged, uncompacted or otherwise defective shall be cut back with a cutting wheel or pavement saw a maximum of 3 inches to expose a clean, sound, uniform vertical surface for the full depth of the course. All cutback material and any laitance produced from cutting joints shall be removed from the project. Asphalt tack coat in accordance with P-603 shall be applied to the clean, dry joint prior to placing any additional fresh asphalt against the joint. The cost of this work shall be considered incidental to the cost of the asphalt.

401-4.15 Saw-cut grooving. Saw-cut grooves shall be provided as specified in Section 02621.

401-4.16 Diamond grinding. Diamond grinding shall be completed prior to pavement grooving. Diamond grinding shall be accomplished by sawing with saw blades impregnated with industrial diamond abrasive.

Diamond grinding shall be performed with a machine designed specifically for diamond grinding capable of cutting a path at least 3 feet (0.9 m) wide. The saw blades shall be 1/8-inch (3-mm) wide with a sufficient number of blades to create grooves between 0.090 and 0.130 inches (2 and 3.5 mm) wide; and peaks and ridges approximately 1/32 inch (1 mm) higher than the bottom of the grinding cut. The actual number of blades will be determined by the Contractor and depend on the hardness of the aggregate. Equipment or grinding procedures that cause ravel, aggregate fractures, spalls or disturbance to the pavement will not be permitted. Contractor shall demonstrate to the Engineer that the grinding equipment will produce satisfactory results prior to making corrections to surfaces. Grinding will be tapered in all directions to provide smooth transitions to areas not requiring grinding. The slurry resulting from the grinding operation shall be continuously removed and the pavement left in a clean condition. The Contractor shall apply a light coat of asphalt emulsion as directed by the Engineer.

401-4.17 Nighttime paving requirements. The Contractor shall provide adequate lighting during any nighttime construction. A lighting plan shall be submitted by the Contractor and approved by the Engineer prior to the start of any nighttime work. All work shall be in accordance with the approved CSPP and lighting plan.

CONTRACTOR QUALITY CONTROL (CQC)

401-5.2 Contractor quality control (QC) facilities. The Contractor shall provide or contract for testing facilities in accordance with FAA AC 150/5370-10H. The Engineer shall be permitted unrestricted access to inspect the Contractor's QC facilities and witness QC activities. The Engineer will advise the Contractor in writing of any noted deficiencies concerning the QC facility, equipment, supplies, or testing personnel and procedures. When the deficiencies are serious enough to be adversely affecting the test results, the incorporation of the materials into the work shall be suspended immediately and will not be permitted to resume until the deficiencies are satisfactorily corrected.

401-5.3 Contractor QC testing. The Contractor shall perform all QC tests necessary to control the production and construction processes applicable to these specifications. The testing program shall include, but not necessarily be limited to, tests for the control of asphalt content, aggregate gradation, temperatures, aggregate moisture, field compaction, and surface smoothness.

e. Temperatures. Temperatures shall be checked, at least four times per day, at necessary locations to determine the temperatures of the dryer, the asphalt binder in the storage tank, the asphalt at the plant, and the asphalt at the job site.

f. In-place density monitoring. The Contractor shall conduct any necessary testing to ensure that the specified density is being achieved. A nuclear gauge may be used to monitor the pavement density in accordance with ASTM D2950.

g. Smoothness for Contractor Quality Control.

The Contractor shall perform smoothness testing in transverse and longitudinal directions daily to verify that the construction processes are producing pavement with variances less than ¼ inch in 12 feet, identifying areas that may pond water which could lead to hydroplaning of aircraft. If the smoothness criteria is not met, appropriate changes and corrections to the construction process shall be made by the Contractor before construction continues.

The Contractor may use a 12-foot straightedge, a rolling inclinometer meeting the requirements of ASTM E2133 or rolling external reference device that can simulate a 12-foot straightedge approved by the Engineer. Straight-edge testing shall start with one-half the length of the straightedge at the edge of pavement section being tested and then moved ahead one-half the length of the straightedge for each successive measurement. Testing shall be continuous across all joints. The surface irregularity shall be determined by placing the freestanding (unleveled) straightedge on the pavement surface and allowing it to rest upon the two highest spots covered by its length, and measuring the maximum gap between the straightedge and the pavement surface in the area between the two high points. If the rolling inclinometer or external reference device is used, the data may be evaluated using the FAA profile program, ProFAA, or FHWA ProVal, using the 12-foot straightedge simulation function.

Smoothness readings shall not be made across grade changes or cross slope transitions. The transition between new and existing pavement shall be evaluated separately for conformance with the plans, or as directed by the Engineer.

(1) Transverse measurements. Transverse measurements shall be taken for each day's production placed. Transverse measurements shall be taken perpendicular to the pavement centerline each 50 feet (15 m) or more often as determined by the Engineer. The joint between lanes shall be tested separately to facilitate smoothness between lanes.

(2) Longitudinal measurements. Longitudinal measurements shall be taken for each day's production placed. Longitudinal tests shall be parallel to the centerline of paving; at the center of paving lanes when widths of paving lanes are less than 20 feet; and at the third points of paving lanes when widths of paving lanes are 20 ft or greater. When placement abuts previously placed material the first measurement shall start with one half the length of the straight edge on the previously placed material.

Deviations on the final surface course in either the transverse or longitudinal direction that will trap water greater than 1/4 inch shall be corrected with diamond grinding per paragraph 401-4.16 or by removing and replacing the surface course to full depth. Grinding shall be tapered in all directions to provide smooth transitions to areas not requiring grinding. All areas in which diamond grinding has been performed shall be subject to the final pavement thickness tolerances specified in paragraph 401-6.1d(3). Areas that have been ground shall be sealed with a surface treatment in accordance with FAA Specification Item P-608. To avoid the surface treatment creating any conflict with runway or taxiway markings, it may be necessary to seal a larger area.

Control charts shall be kept to show area of each day's placement and the percentage of corrective grinding required. Corrections to production and placement shall be initiated when corrective grinding is required. If the Contractor's machines and/or methods produce significant areas that need corrective actions in excess of 10 percent of a day's production, production shall be stopped until corrective measures are implemented by the Contractor.

h. Grade. Grade shall be evaluated daily to allow adjustments to paving operations when grade measurements do not meet specifications. As a minimum, grade shall be evaluated prior to and after the placement of the first lift and after placement of the surface lift.

Measurements will be taken at appropriate gradelines (as a minimum at center and edges of paving lane) and longitudinal spacing as shown on cross-sections and plans, or as directed by the Engineer. The final surface of the pavement will not vary from the gradeline elevations and cross-sections shown on the plans, or as directed by the Engineer by more than 1/2 inch (12 mm) vertically 0.1 feet laterally. The documentation will be provided by the Contractor to the Engineer within 24 hours.

Areas with humps or depressions that exceed grade or smoothness criteria and that retain water on the surface must be ground off provided the course thickness after grinding is not more than 1/2 inch (12 mm) less than the thickness specified on the plans, or as directed by the Engineer. Grinding shall be in accordance with paragraph 401-4.16.

The Contractor shall repair low areas or areas that cannot be corrected by grinding by removal of deficient areas to the depth of the final course plus 1/2 inch and replacing with new material. Skin patching is not allowed.

401-5.4 Sampling. When directed by the Engineer, the Contractor shall sample and test any material that appears inconsistent with similar material being sampled, unless such material is voluntarily removed and replaced or deficiencies corrected by the Contractor. All sampling shall be in accordance with standard procedures specified.

401-5.6 QC reports. The Contractor shall maintain records and shall submit reports of QC activities daily.

MATERIAL ACCEPTANCE

401-6.1 Acceptance sampling and testing.

If the Engineer deems that the Contractor's work is unacceptable based on materials, equipment and work quality under specification sections 02209, 02401, 02603, the contractor shall remove and replace deficient work at their expense. Unacceptable work based on Smoothness, Grade, or Texture shall be corrected by the Contractor at their expense as follows:

Unacceptable areas shall be made acceptable by removing and replacing sufficient material at a minimum 1-1/2" depth to correct low spots. Surfaces may be ground down to correct high spots. Failures, segregation, and/or heat checking in finished pavements must be corrected by the removal and replacement of an area that is at least one foot longer and one foot wider than the pavement that was placed by the Contractor.

METHOD OF MEASUREMENT

401-7.1 Measurement. Asphalt shall be measured by the number of tons of asphalt used in the accepted work. Batch weights or truck scale weights will be used to determine the basis for the tonnage.

BASIS OF PAYMENT

401-8.1 Payment. The accepted quantity of asphalt mix pavement work will be paid for at the applicable contract amount of accepted tons used in the accepted work. The price shall be compensation for furnishing all materials, for all preparation, mixing, and placing of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

401-8.2 Payment.

Payment will be made under:

<u>ITEM NO.</u>	<u>ITEM</u>	<u>UNIT</u>
02401.1	Asphalt Mix Pavement	Ton

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM C29	Standard Test Method for Bulk Density (“Unit Weight”) and Voids in Aggregate
ASTM C88	Standard Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM C117	Standard Test Method for Materials Finer than 75- μ m (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C127	Standard Test Method for Density, Relative Density (Specific Gravity) and Absorption of Coarse Aggregate
ASTM C131	Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C136	Standard Test Method for Sieve or Screen Analysis of Fine and Coarse Aggregates
ASTM C142	Standard Test Method for Clay Lumps and Friable Particles in Aggregates
ASTM C566	Standard Test Method for Total Evaporable Moisture Content of Aggregate by Drying
ASTM D75	Standard Practice for Sampling Aggregates
ASTM D242	Standard Specification for Mineral Filler for Bituminous Paving Mixtures
ASTM D946	Standard Specification for Penetration-Graded Asphalt Cement for Use in Pavement Construction

ASTM D979	Standard Practice for Sampling Asphalt Paving Mixtures
ASTM D1073	Standard Specification for Fine Aggregate for Asphalt Paving Mixtures
ASTM D1188	Standard Test Method for Bulk Specific Gravity and Density of Compacted Bituminous Mixtures Using Coated Samples
ASTM D2172	Standard Test Method for Quantitative Extraction of Bitumen from Asphalt Paving Mixtures
ASTM D1461	Standard Test Method for Moisture or Volatile Distillates in Asphalt Paving Mixtures
ASTM D2041	Standard Test Method for Theoretical Maximum Specific Gravity and Density of Bituminous Paving Mixtures
ASTM D2419	Standard Test Method for Sand Equivalent Value of Soils and Fine Aggregate
ASTM D2489	Standard Practice for Estimating Degree of Particle Coating of Bituminous-Aggregate Mixtures
ASTM D2726	Standard Test Method for Bulk Specific Gravity and Density of Non-Absorptive Compacted Bituminous Mixtures
ASTM D2950	Standard Test Method for Density of Bituminous Concrete in Place by Nuclear Methods
ASTM D3203	Standard Test Method for Percent Air Voids in Compacted Dense and Open Bituminous Paving Mixtures
ASTM D3381	Standard Specification for Viscosity-Graded Asphalt Cement for Use in Pavement Construction
ASTM D3665	Standard Practice for Random Sampling of Construction Materials
ASTM D3666	Standard Specification for Minimum Requirements for Agencies Testing and Inspecting Road and Paving Materials
ASTM D4318	Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D4552	Standard Practice for Classifying Hot-Mix Recycling Agents
ASTM D4791	Standard Test Method for Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate
ASTM D4867	Standard Test Method for Effect of Moisture on Asphalt Concrete Paving Mixtures
ASTM D5361	Standard Practice for Sampling Compacted Asphalt Mixtures for Laboratory Testing
ASTM D5444	Standard Test Method for Mechanical Size Analysis of Extracted Aggregate

ASTM D5821	Standard Test Method for Determining the Percentage of Fractured Particles in Coarse Aggregate
ASTM D6084	Standard Test Method for Elastic Recovery of Bituminous Materials by Ductilometer
ASTM D6307	Standard Test Method for Asphalt Content of Hot Mix Asphalt by Ignition Method
ASTM D6373	Standard Specification for Performance Graded Asphalt Binder
ASTM D6752	Standard Test Method for Bulk Specific Gravity and Density of Compacted Bituminous Mixtures Using Automatic Vacuum Sealing Method
ASTM D6925	Standard Test Method for Preparation and Determination of the Relative Density of Hot Mix Asphalt (HMA) Specimens by Means of the SuperPave Gyrotory Compactor.
ASTM D6926	Standard Practice for Preparation of Bituminous Specimens Using Marshall Apparatus
ASTM D6927	Standard Test Method for Marshall Stability and Flow of Bituminous Mixtures
ASTM D6995	Standard Test Method for Determining Field VMA based on the Maximum Specific Gravity of the Mix (Gmm)
ASTM E11	Standard Specification for Woven Wire Test Sieve Cloth and Test Sieves
ASTM E178	Standard Practice for Dealing with Outlying Observations
ASTM E1274	Standard Test Method for Measuring Pavement Roughness Using a Profilograph
ASTM E950	Standard Test Method for Measuring the Longitudinal Profile of Traveled Surfaces with an Accelerometer Established Inertial Profiling Reference
ASTM E2133	Standard Test Method for Using a Rolling Inclinometer to Measure Longitudinal and Transverse Profiles of a Traveled Surface

American Association of State Highway and Transportation Officials (AASHTO)

AASHTO M156	Standard Specification for Requirements for Mixing Plants for Hot-Mixed, Hot-Laid Bituminous Paving Mixtures.
AASHTO T329	Standard Method of Test for Moisture Content of Hot Mix Asphalt (HMA) by Oven Method
AASHTO T324	Standard Method of Test for Hamburg Wheel-Track Testing of Compacted Asphalt Mixtures
AASHTO T 340	Standard Method of Test for Determining the Rutting Susceptibility of Hot Mix Asphalt (APA) Using the Asphalt Pavement Analyzer (APA)

Asphalt Institute (AI)

Asphalt Institute Handbook MS-26, Asphalt Binder

Asphalt Institute MS-2 Mix Design Manual, 7th Edition

AI State Binder Specification Database

Federal Highway Administration (FHWA)

Long Term Pavement Performance Binder Program

Advisory Circulars (AC)

AC 150/5320-6 Airport Pavement Design and Evaluation

FAA Orders

5300.1 Modifications to Agency Airport Design, Construction, and
Equipment Standards

Software

FAARFIELD

END OF ITEM P-401

-----END OF SECTION 02401-----

SECTION 02562 – SURFACE PREPARATION AND CRACK SEALING

PART 1 – GENERAL

1.1 RELATED DOCUMENTS

The General Provision of the contract, including the General Provisions for Construction Projects (2016), Special Provisions, and General Requirements of the Specifications, apply to the work specified in this section. This Section is based on the FAA AC 150/5370-10H Specification P-101 – Surface Preparation.

1.2 DESCRIPTION OF WORK

This item shall consist of:

- A. Removal of existing asphalt pavement either full depth or to a depth specified by the Engineer.
- B. Application of a water-based herbicide to runway and taxiway asphalt pavement cracks at locations specified by the Engineer.
- C. Preparation, routing and cleaning of asphalt pavement cracks between 1/8” and 1-1/2” wide and application of an asphalt and aggregate mixture crack filler in areas as directed by the Engineer.

PART 2 – PRODUCTS

2.1 MATERIAL REQUIREMENTS

The following material requirements apply to this Section:

ASTM D6690 - Standard Specification For Joint And Crack Sealants, Hot Applied, For Concrete And Asphalt Pavements

2.2 MILLING MACHINE

Areas designated for asphalt patching shall be cold milled with equipment meeting the following requirements:

- A. All equipment shall be as specified hereinafter or as approved by the Engineer. The equipment shall not cause damage to the pavement to remain in place.
- B. The machine shall be capable of cutting a vertical edge without chipping or spalling the edges of the pavement to remain. The machine shall have a positive method of

controlling the depth of cut.

- C. The machine shall be able to operate at speeds from five (5) to fifty (50) feet per minute, power-operated, self-propelled type with non-pneumatic tires, and capable of spraying water at cutting drum to minimize dust while maintaining enclosed cutting area.
- D. The Contractor shall select the machine designed and built for asphalt pavements without addition of heat, and ability to mill Portland cement concrete patches in asphalt concrete pavement.
- E. The machine shall mill without tearing or gouging the underlying surface and be capable of discharging the milling in a truck or leaving them in a defined windrow.
- F. The machine includes a cutting drum totally enclosed in a shroud to prevent discharge of loose material into adjacent work area.
- G. The Contractor shall select the machine so that the operator can observe the work without leaving the control area.
- H. The machine shall be adjustable for slope and depth, capable of accurately controlling profile grades and cross slopes within tolerance of plus or minus one-quarter inch ($\pm 1/4$ ").
- I. The machine shall be able to cut the existing asphalt concrete pavement to determine grade on one pass.

2.3 CRACK SEALANT

- A. Crack sealant shall be a hot applied, emulsified asphalt crack sealer meeting the requirements of ASTM D6690, Standard Specification for Joint and Crack Sealants, Hot Applied, For Concrete and Asphalt Pavements. Sealant material must be submitted for approval prior to placement.
- B. Sealant shall be applied with a double-boiler type melter applicator that is specifically designed for and shall be capable of heating and applying all grades of asphalt rubber sealant, fiber modified asphalt sealant and specification joint sealant without any further equipment modification. The machine shall be capable of starting at ambient temperature and bringing the sealant material up to application temperature in one hour at 70° F ambient temperature. The melter shall have continuous sealant agitation and a mixing system to provide uniform viscosity and temperature of material being applied.

PART 3 – EXECUTION

3.1 REMOVAL OF EXISTING ASPHALT PAVEMENT

Asphalt concrete pavement to be removed shall be cut to the full depth of the bituminous material around the perimeter of the area to be removed. The pavement shall be removed so the joint for each layer of pavement replacement is offset 1 foot from the joint in the preceding layer. This does not apply if the removed pavement is to be replaced with concrete or soil. If the material is to be wasted on the airport site with prior approval from the Airport Manager, it shall be broken to a maximum size of 1-1/2 inches.

3.2 HERBICIDING

A concentrated water-based herbicide solution shall be applied to asphalt pavement cracks within the areas approved by the Engineer. The herbicide shall be applied according to the manufacturer's recommendations and in a manner that concentrates the spray on the cracks and minimizes broadcast onto adjacent areas. Crack preparation, cleaning, and sealing may not begin until four (4) weeks after application of herbicide.

3.3 PREPARATION OF CRACKS

Remove all vegetation and debris from cracks to a minimum depth of 1 inch. If extensive vegetation exists treat the specific area with a concentrated solution of a water-based herbicide approved by the Engineer. Fill all cracks, ignoring hairline cracks (< 1/4 inch wide) with a crack sealant per ASTM D6690. Wider cracks (over 1-1/2 inch wide), along with soft or sunken spots, indicate that the pavement or the pavement base should be repaired or replaced as stated below. Any excess joint or crack sealer on the surface of the pavement shall also be removed from the pavement surface.

Cracks shall be filled with a mixture of emulsified asphalt and aggregate. The aggregate shall consist of limestone, volcanic ash, sand, or other material that will cure to form a hard substance. The combined gradation shall be as shown in the following table.

Gradation

Sieve Size	Percent Passing
No. 4	100
No. 8	90-100
No. 16	65-90
No. 30	40-60
No. 50	25-42
No. 100	15-30
No. 200	10-20

Up to 3% cement can be added to accelerate the set time. The mixture shall not contain more than 20% natural sand without approval in writing from the Engineer.

The proportions of asphalt emulsion and aggregate shall be determined in the field and may be varied to facilitate construction requirements. Normally, these proportions will be approximately one part asphalt emulsion to five parts aggregate by volume. The material shall be poured or placed into the joints or cracks and compacted to form a voidless mass. The joint or crack shall be filled within 0 to 1/8 inches of the surface. Any material spilled outside the width of the joint shall be removed from the pavement surface. Overbanding of crack sealant shall not be permitted.

3.4 ASPHALT PAVEMENT REPAIR

The failed areas shall be removed as specified in paragraph 3.1. All failed material including surface, base course, subbase course, and subgrade shall be removed. The base course and subbase shall be replaced if it has been infiltrated with clay, silt, or other material affecting the load-bearing capacity. Materials and methods of construction shall comply with the other applicable sections of this specification.

3.5 COLD MILLING

Milling shall be performed with a power-operated milling machine or grinder, capable of producing a finished surface that provides a good bond to the new overlay. The milling machine or grinder shall operate without tearing or gouging the under lying surface. The milling machine or grinder shall be equipped with automatic grade and slope controls. All millings shall be removed and disposed off Airport property, unless otherwise specified. If the Contractor mills or grinds deeper or wider than the plans specify, the Contractor shall replace the material that was removed with new material at no additional cost to the Owner. Milling machine shall meet the requirement of Paragraph 2.2.

The Contractor shall sweep the milled surface daily and immediately after the milling until all residual aggregate and fines are removed from the pavement surface. Prior to paving, the Contractor shall wet down the milled pavement and thoroughly sweep and/or blow the surface to remove any remaining aggregate or fines.

3.6 PREPARATION OF ASPHALT PAVEMENT SURFACES

Existing asphalt pavements indicated to be treated with a surface treatment shall be prepared as follows:

- A. Patch asphalt pavement surfaces that have been softened by petroleum derivatives or have failed due to any other cause. Remove damaged pavement to the full depth of the damage and replace with new asphalt concrete similar to that of the existing pavement in accordance with paragraph 3.4.
- B. Repair joints and cracks in accordance with paragraph 3.3.

- C. Remove oil or grease that has not penetrated the asphalt pavement by scraping or by scrubbing with a detergent, then wash thoroughly with clean water. After cleaning, treat these areas with an oil spot primer.
- D. Clean pavement surface immediately prior to placing the surface treatment by sweeping, flushing well with water leaving no standing water, or a combination of both, so that it is free of dust, dirt, grease, vegetation, oil or any type of objectionable surface film.

3.7 PREPARATION OF CRACKS IN FLEXIBLE PAVEMENT

- A. Preparation of Cracks - Widen cracks with router or random crack saw by removing a minimum of 1/16 inch from each side of crack. Immediately before sealing, joints will be blown out with a hot air lance combined with oil and water-free compressed air.
- B. Removal of Existing Sealant - Existing sealants will be removed by routing or random crack saw. Following routing or sawing any remaining debris will be removed by use of a hot lance combined with oil and water-free compressed air.

PART 4 – MEASUREMENT AND PAYMENT

4.1 METHOD OF MEASUREMENT

- A. Application of herbicide to pavement cracks shall be the number of linear feet of cracks to which herbicide is applied and accepted by the Engineer.
- B. Crack sealing shall be measured by the linear feet of cracks routed or sawed, cleaned, and sealed and accepted by the Engineer.
- C. Pavement removal shall be measured by the cubic yards of pavement removed.

4.2 BASIS OF PAYMENT

Payment shall be made at the contract unit price for the unit of measurement specified above. This price shall be full compensation for furnishing all materials and for all preparation, hauling, stockpiling, disposal and placing of material, and for all labor, equipment, tools, and incidentals necessary to complete this work.

Payment will be made under:

<u>ITEM NO.</u>	<u>ITEM</u>	<u>UNIT</u>
02562.1	Herbiciding	Linear Foot
02562.2	Crack Sealing	Linear Foot
02562.3	Pavement Removal	Cubic Yard

PART 5 – ATTACHMENTS (Not Used)

-----END OF SECTION-----

SECTION 02603 - EMULSIFIED ASPHALT TACK COAT

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

- A. The General Provision of the contract, including the General Provisions for Construction Projects (2016), Special Provisions, and General Requirements of the Specifications, apply to the work specified in this section. This Section shall be in accordance with FAA Specification Item P-603: Emulsified Asphalt Tack Coat, as included as an attachment to this Section.

1.2 DESCRIPTION OF WORK

- A. This Section shall consist of preparing and treating an asphalt or concrete surface with asphalt material in accordance with these specifications and in reasonably close conformity to the lines shown on the plans.

1.3 RELATED WORK SPECIFIED ELSEWHERE

- A. Section 02401 – Asphalt Mix Pavement; FAA Specification Item P-401.
- B. Section 02403 – Asphalt Mix Pavement Base and Leveling course; FAA Specification Item P-403.

1.4 REFERENCES

- A. Federal Aviation Administration (FAA)
 - 1. FAA Specification Item P-603: Emulsified Asphalt Tack Coat.

1.5 SUBMITTALS

- A. Manufacturer's Certificate of Analysis for the emulsified asphalt material shall be submitted in accordance with FAA Specification Item P-603, paragraph 603-2.1.
- B. Asphalt Distributor Calibration Certificate shall be submitted in accordance with FAA Specification Item P-603, paragraph 603-3.2.
- C. Asphalt material and application rate shall be submitted in accordance with FAA Specification Item P-603, paragraph 603-3.3.
- D. Waybills and delivery tickets shall be submitted in accordance with FAA Specification Item P-603, paragraph 603-3.4.

PART 2 - PRODUCTS

- 2.1 Emulsified asphalt material: in accordance with FAA Specification Item P-603, paragraph 603-2.1.

PART 3 - EXECUTION

3.1 Construction methods shall be in accordance with FAA Specification Item P-603.

PART 4 - MEASUREMENT AND PAYMENT

4.1 METHOD OF MEASUREMENT

A. Method of measurement and payment shall be in accordance with FAA Specification Item P-603, paragraph 603-4.1.

4.2 BASIS OF PAYMENT

A. Basis for payment shall be in accordance with FAA Specification Item P-603, paragraph 603-5.1.

PART 5 - ATTACHMENTS

5.1 FAA Specification Item P-603 Emulsified Asphalt Tack Coat.

Item P-603 Emulsified Asphalt Tack Coat

DESCRIPTION

603-1.1 This item shall consist of preparing and treating an asphalt or concrete surface with asphalt material in accordance with these specifications and in reasonably close conformity to the lines shown on the plans.

MATERIALS

603-2.1 Asphalt materials. The asphalt material shall be an emulsified asphalt as specified in ASTM D3628 as an asphalt application for tack coat appropriate to local conditions. The emulsified asphalt shall not be diluted. The Contractor shall provide a copy of the manufacturer's Certificate of Analysis (COA) for the asphalt material to the engineer before the asphalt material is applied for review and acceptance. The furnishing of COA for the asphalt material shall not be interpreted as a basis for final acceptance. The manufacturer's COA may be subject to verification by testing the material delivered for use on the project.

CONSTRUCTION METHODS

603-3.1 Weather limitations. The tack coat shall be applied only when the existing surface is dry and the atmospheric temperature is 50°F or above; the temperature has not been below 35°F for the 12 hours prior to application; and when the weather is not foggy or rainy. The temperature requirements may be waived when directed by the engineer.

603-3.2 Equipment. The Contractor shall provide equipment for heating and applying the emulsified asphalt material. The emulsion shall be applied with a manufacturer-approved computer rate-controlled asphalt distributor. The equipment shall be in good working order and contain no contaminants or diluents in the tank. Spray bar tips must be clean, free of burrs, and of a size to maintain an even distribution of the emulsion. Any type of tip or pressure source is suitable that will maintain predetermined flow rates and constant pressure during the application process with application speeds under eight (8) miles per hour or seven (700) feet per minute.

The equipment will be tested under pressure for leaks and to ensure proper set-up before use to verify truck set-up (via a test-shot area), including but not limited to, nozzle tip size appropriate for application, spray-bar height and pressure and pump speed, evidence of triple-overlap spray pattern, lack of leaks, and any other factors relevant to ensure the truck is in good working order before use.

The distributor truck shall be equipped with a minimum 12-foot spreader spray bar with individual nozzle control with computer-controlled application rates. The distributor truck shall have an easily accessible thermometer that constantly monitors the temperature of the emulsion, and have an operable mechanical tank gauge that can be used to cross-check the computer accuracy. If the distributor is not equipped with an operable quick shutoff valve, the prime operations shall be started and stopped on building paper.

The distributor truck shall be equipped to effectively heat and mix the material to the required temperature prior to application as required. Heating and mixing shall be done in accordance with the manufacturer's recommendations. Do not overheat or over mix the material.

The distributor shall be equipped with a hand sprayer.

Asphalt distributors must be calibrated annually in accordance with ASTM D2995. The Contractor must furnish a current calibration certification for the asphalt distributor truck from any State or other agency as approved by the engineer.

A power broom and/or power blower suitable for cleaning the surfaces to which the asphalt tack coat is to be applied shall be provided.

603-3.3 Application of emulsified asphalt material. The emulsified asphalt shall not be diluted. Immediately before applying the emulsified asphalt tack coat, the full width of surface to be treated shall be swept with a power broom and/or power blower to remove all loose dirt and other objectionable material.

The emulsified asphalt material shall be uniformly applied with an asphalt distributor at the rates appropriate for the conditions and surface specified in the table below. The type of asphalt material and application rate shall be approved by the engineer prior to application.

Emulsified Asphalt

Surface Type	Residual Rate, gal/SY	Emulsion Application Bar Rate, gal/SY
New asphalt	0.02-0.05	0.03-0.07
Existing asphalt	0.04-0.07	0.06-0.11
Milled Surface	0.04-0.08	0.06-0.12
Concrete	0.03-0.05	0.05-0.08

After application of the tack coat, the surface shall be allowed to cure without being disturbed for the period of time necessary to permit drying and setting of the tack coat. This period shall be determined by the engineer. The Contractor shall protect the tack coat and maintain the surface until the next course has been placed. When the tack coat has been disturbed by the Contractor, tack coat shall be reapplied at the Contractor's expense.

603-3.4 Freight and waybills The Contractor shall submit waybills and delivery tickets, during progress of the work. Before the final statement is allowed, file with the engineer certified waybills and certified delivery tickets for all emulsified asphalt materials used in the construction of the pavement covered by the contract. Do not remove emulsified asphalt material from storage until the initial outage and temperature measurements have been taken. The delivery or storage units will not be released until the final outage has been taken.

METHOD OF MEASUREMENT

603-4.1 Emulsified asphalt tack coat. Work under this section shall not be measured nor paid for separately.

BASIS OF PAYMENT

603-5.1 All work for emulsified asphalt tack coat under this section shall be considered incidental to and included in the bid prices for Specification Item 02401.1 Asphalt Mix Pavement.

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM D1250	Standard Guide for Use of the Petroleum Measurement Tables
ASTM D2995	Standard Practice for Estimating Application Rate and Residual Application Rate of Bituminous Distributors
ASTM D3628	Standard Practice for Selection and Use of Emulsified Asphalts

END OF ITEM P-603

-----END OF SECTION 02603-----

SECTION 02608 – EMULSIFIED ASPHALT SEAL COAT

PART 1 – GENERAL

1.1 RELATED DOCUMENTS

- A. The General Provision of the contract, including the General Provisions for Construction Projects (2016), Special Provisions, and General Requirements of the Specifications, apply to the work specified in this section. This Section shall be in accordance with FAA Specification Item P-608: Emulsified Asphalt Seal Coat, as included as an attachment to this Section.

1.2 DESCRIPTION OF WORK

- A. This Section consists of emulsified asphalt surface treatments for taxiways and runways with the application of a suitable aggregate to maintain adequate surface friction; airfield secondary and tertiary pavements including taxiways, shoulders, overruns, roads, parking areas, and other general applications with or without aggregate applied in accordance with these specifications and at the locations shown on the plans, or as directed by the Engineer.

1.3 RELATED WORK SPECIFIED ELSEWHERE (Not Used)

1.4 REFERENCES

- A. Federal Aviation Administration (FAA)
 - 1. FAA Specification Item P-608: Emulsified Asphalt Seal Coat.

1.5 SUBMITTALS

- A. Specialty sand manufacturer's technical data and a manufacturer's Certificate of Analysis (COA) shall be submitted in accordance with FAA Specification Item P-608, paragraph 608-2.1.
- B. Certificate of Analysis (COA) for the polymer shall be submitted in accordance with FAA Specification Item P-608, paragraph 608-2.4.
- C. Specialty aggregate manufacturer's technical data and the specialty aggregate manufacturer's certification shall be submitted in accordance with FAA Specification Item P-608, paragraph 608-2.1.

PART 2 - PRODUCTS

- 2.1 Aggregates: in accordance with FAA Specification Item P-608, paragraph 608-2.1.
- 2.2 Asphalt Emulsion: in accordance with FAA Specification Item P-608, paragraph 608-2.2.
- 2.3 Polymer: in accordance with FAA Specification Item P-608, paragraph 608-2.4.

PART 3 - EXECUTION

- 3.1 Construction methods shall be in accordance with FAA Specification Item P-608.

- 3.2 The Contractor Quality Control shall be in accordance with FAA Specification Item P-608.
- 3.3 Acceptance shall be in accordance with FAA Specification Item P-608.

PART 4 - MEASUREMENT AND PAYMENT

4.1 METHOD OF MEASUREMENT

- A. Method of measurement and payment shall be in accordance with FAA Specification Item P-608, paragraph 608-7.1.

4.2 BASIS OF PAYMENT

- A. Basis for payment shall be in accordance with FAA Specification Item P-608, paragraph 608-8.1.

PART 5 - ATTACHMENTS

- 5.1 FAA Specification Item P-608 Emulsified Asphalt Seal Coat.

Item P-608 Emulsified Asphalt Seal Coat

DESCRIPTION

608-1.1 This item shall consist of the application of a emulsified asphalt surface treatment composed of an emulsion of natural and refined asphalt materials, water and a polymer additive, for taxiways and runways with the application of a suitable aggregate to maintain adequate surface friction; and airfield secondary and tertiary pavements including low-speed taxiways, shoulders, overruns, roads, parking areas, and other general applications with or without aggregate applied as designated on the plans. The terms seal coat, asphalt sealer, and asphalt material are interchangeable throughout this specification. The term emulsified asphalt means an emulsion of natural and refined asphalt materials.

MATERIALS

608-2.1 Aggregate. The aggregate material shall be a dry, clean, dust and dirt free, sound, durable, angular shaped manufactured specialty sand, such as that used as an abrasive, with a Mohs hardness of 6 to 8. The Contractor shall submit the specialty sand manufacturer's technical data and a manufacturer's Certificate of Analysis (COA) indicating that the specialty sand meets the requirements of the specification to the Engineer prior to start of construction. The sand must be approved for use by the Engineer and shall meet the following gradation limits when tested in accordance with ASTM C136 and ASTM C117:

Aggregate Material Gradation Requirements¹

Sieve Designation (square openings)	Individual Percentage Retained by Weight
No. 10	0
No. 14	0-4
No. 16	0-8
No. 20	0-35
No. 30	20-50
No. 40	10-45
No. 50	0-20
No. 70	0-5
No. 100	0-2
No. 200	0-2

¹ Locally available sand or abrasive material that is slightly outside of the gradation requirements may be approved by the Engineer with concurrence by the seal coat manufacturer for the use of locally available sand or abrasive material. The Engineer and manufacturer's field representative should verify acceptance during application of Control strips indicated under paragraph 608-3.2.

The Contractor shall provide a certification showing particle size analysis and properties of the material delivered for use on the project. The Contractor's certification may be subject to verification by testing the material delivered for use on the project.

608-2.2 Asphalt Emulsion. The asphalt emulsion shall meet the properties in the following table:

Concentrated Asphalt Emulsion Properties

Properties	Specification	Limits
Viscosity, Saybolt Furol at 77°F	ASTM D7496	20 – 100 seconds
Residue by Distillation or Evaporation	ASTM D6997 or ASTM D6934	57% minimum
Sieve Test	ASTM D6933	0.1% maximum
24-hour Stability	ASTM D6930	1% maximum
5-day Settlement Test	ASTM D6930	5.0% maximum
Particle Charge ¹	ASTM D7402	Positive 6.5 maximum pH

¹ pH may be used in lieu of the particle charge test which is sometimes inconclusive in slow setting, asphalt emulsions.

The asphalt material base residue shall contain not less than 20% gilsonite, or uintaite and shall not contain any tall oil pitch or coal tar material and shall contain no less than one percent (1%) polymer.

Tests on Residue from Distillation or Evaporation

Properties	Specification	Limits
Viscosity at 275°F	ASTM D4402	1750 cts maximum
Solubility in 1, 1, 1 trichloroethylene	ASTM D2042	97.5% minimum
Penetration	ASTM D5	50 dmm maximum
Asphaltenes	ASTM D2007	15% minimum
Saturates	ASTM D2007	15% maximum
Polar Compounds	ASTM D2007	25% minimum
Aromatics	ASTM D2007	15% minimum

The asphalt emulsion, when diluted in the volumetric proportion of one part concentrated asphalt material to one part hot water shall have the following properties:

One-to-One Dilution Emulsion Properties

Properties	Specification	Limits
In Ready-to-Apply Form, one part concentrate to one part water, by volume		
Viscosity, Saybolt Furol at 77°F	ASTM D7496	5 – 50 seconds
Residue by Distillation or Evaporation	ASTM D6997 or ASTM D6934	28.5% minimum
Pumping Stability ¹		Pass

¹ Pumping stability is tested by pumping one pint of seal coat diluted one (1) part concentrate to one (1) part water, at 77°F, through a 1/4-inch gear pump operating 1750 rpm for 10 minutes with no significant separation or coagulation.

The Contractor shall provide a copy of the manufacturer's Certificate of Analysis (COA) for the emulsified asphalt delivered to the project. If the asphalt emulsion is diluted at other than the manufacturer's facility, the Contractor shall provide a supplemental COA from an independent laboratory verifying the asphalt emulsion properties.

The COA shall be provided to and approved by the Engineer before the emulsified asphalt is applied. The furnishing of the vendor's certified test report for the asphalt material shall not be interpreted as a basis for final acceptance. The manufacturer's COA may be subject to verification by testing the material delivered for use on the project.

The asphalt material storage and handling temperature shall be between 50°F - 160°F and the material shall be protected from freezing, or whenever outside temperature drops below 40°F for prolonged time periods.

608-2.3 Water. Water used in mixing or curing shall be from potable water sources. Other sources shall be tested in accordance with ASTM C1602 prior to use. Water used in making and diluting the emulsion shall be potable, with a maximum hardness of 90ppm calcium and 15ppm magnesium; deleterious iron, sulfates, and phosphates maximum 7ppm, and less than 1ppm of organic byproducts. Water shall be a minimum of 140°F prior to adding to emulsion.

608-2.4 Polymer. The polymer shall meet the properties in the following table:

Polymer Properties

Properties	Limits
Solids Content	47% to 65%, Percent by Weight
Weight	8.0 to 9.0 pounds/gallon
pH	3.0 to 8.0
Particle Charge	Nonionic/Cationic
Mechanical Stability	Excellent
Film Forming Temperature, °C	+5°C, minimum
Tg, °C	22°C, maximum

The manufacturer shall provide a copy of the Certificate of Analysis (COA) for the polymer used in the seal coat; and the Contractor shall include the COA with the emulsified asphalt COA when submitting to the engineer.

COMPOSITION AND APPLICATION RATE

608-3.1 Application Rate. The approximate amounts of materials per square yard (square meter) for the asphalt surface treatment shall be as provided in the table for the treatment area(s) at the specified dilution rate(s) as noted on the plans. The actual application rates will vary within the range specified to suit field conditions and will be recommended by the manufacturer's representative and approved by the Engineer from the test area/sections evaluation.

Application Rate

Dilution Rate	Quantity of Emulsion gal/yd ²	Quantity of Aggregate lb/yd ²
1:1	0.10-0.17	0.20-0.50

608-3.2 Control areas and control strips. Prior to full application, the control strip must be accepted by the Engineer. The surface preparation, personnel, equipment, and method of operation used on the test area(s) and control strip(s) shall be the same as used on the remainder of the work.

A qualified manufacturer's representative shall be present in the field, or as otherwise involved per approval of the Engineer, to assist the Contractor in applying control areas and/or control strips to determine the appropriate application rate of both emulsion and aggregate to be approved by the Engineer.

A test area(s) and control strip(s) shall be applied for each differing asphalt pavement surface identified in the project. The test area(s) and control strip(s) shall be used to determine the material application rate(s) of both emulsion and sand prior to full production.

a. For taxiway, taxilane and apron surfaces. Prior to full application, the Contractor shall place test areas at varying application rates as recommended by the Contractor's manufacturer's representative to determine appropriate application rate(s). The test areas will be located on representative section(s) of the pavement to receive the asphalt surface treatment designated by the Engineer.

b. For runway and high-speed exit taxiway surfaces. Prior to full application, the Contractor shall place a series of control strips a minimum of 300 feet long by 12 feet wide, or width of anticipated application (or other dimensions with approval of the Engineer), whichever is greater, at varying application rates as recommended by the manufacturer's representative and acceptable to the Engineer to determine appropriate application rate(s). The control strips should be separated by a minimum of 200 feet between control strips. The area to be tested will be located on a representative section of the pavement to receive the asphalt surface treatment designated by the Engineer. The control strips should be placed under similar field conditions as anticipated for the actual application. The skid resistance of the existing pavement shall be determined for each control strip with a continuous friction measuring equipment (CFME), by HDOT. The skid resistance of existing pavement can be immediately adjacent to the control strip or at the same location as the control strip if testing prior to application. The Contractor may begin testing the skid resistance of runway and high-speed exit taxiway control strips after application of the asphalt surface treatment has fully cured, generally 8 to 36 hours after application of the control strips depending on site and environmental conditions. Aircraft shall not be permitted on the runway or high speed exit taxiway control strips until such time as the Contractor validates that its surface friction meets the maintenance planning friction levels in AC 150/5320-12, Table 3-2 when tested at speeds of 40 and 60 mph wet with approved CFME.

If the control strip should prove to be unsatisfactory, necessary adjustments to the application rate, placement operations, and equipment shall be made. Additional control strips shall be placed and additional skid resistance tests performed and evaluated. Full production shall not begin without the Engineer's approval of an appropriate application rate(s). Acceptable control strips shall be paid for in accordance with paragraph 608-8.1.

CONSTRUCTION METHODS

608-4.1 Worker safety. The Contractor shall obtain a Safety Data Sheet (SDS) for both the asphalt emulsion product and sand and require workmen to follow the manufacturer's recommended safety precautions.

608-4.2 Weather limitations. The asphalt emulsion shall be applied only when the existing pavement surface is dry and when the weather is not foggy, rainy, or when the wind velocity will prevent the uniform application of the material. No material shall be applied in strong winds that interfere with the uniform application of the material(s), or when dust or sand is blowing or when rain is anticipated within eight (8) hours of application completion. The atmospheric temperature and the pavement surface temperature shall both be at, or above 60°F and rising. Seal coat shall not be applied when pavement temperatures are expected to exceed 130°F within the subsequent 72 hours if traffic will be opened on pavement within those 72 hours. During application, account for wind drift. Cover existing buildings, structures, runway edge lights, taxiway edge lights, informational signs, retro-reflective marking and in-pavement duct markers as necessary to protect against overspray before applying the emulsion. Should emulsion get on any light or marker fixture, promptly clean the fixture. If cleaning is not satisfactory to the Engineer, the Contractor shall replace any light, sign or marker with equivalent equipment at no cost to the Owner.

608-4.3 Equipment and tools. The Contractor shall furnish all equipment, tools, and machinery necessary for the performance of the work.

a. Pressure distributor. The emulsion shall be applied with a manufacturer-approved computer rate-controlled asphalt distributor. The equipment shall be in good working order and contain no contaminants or diluents in the tank. Spray bar tips must be clean, free of burrs, and of a size to maintain an even distribution of the emulsion. Any type of tip or pressure source is suitable that will maintain predetermined flow rates and constant pressure during the application process with application speeds under eight (8) miles per hour or seven hundred (700) feet per minute. The equipment will be tested under pressure for leaks and to ensure proper set-up before use. The Contractor will provide verification of truck set-up (via a test-shot area), including but not limited to, nozzle tip size appropriate for application per nozzle manufacturer, spray-bar height and pressure and pump speed appropriate for the viscosity and temperature of sealer material, evidence of triple-overlap spray pattern, lack of leaks, and any other factors relevant to ensure the truck is in good working order before use.

The distributor truck shall be equipped with a 12-foot, minimum, spray bar with individual nozzle control. The distributor truck shall be capable of specific application rates in the range of 0.05 to 0.25 gallons per square yard. These rates shall be computer-controlled rather than mechanical. The distributor truck shall have an easily accessible thermometer that constantly monitors the temperature of the emulsion, and have an operable mechanical tank gauge that can be used to cross-check the computer accuracy.

The distributor truck shall effectively heat and mix the material to the required temperature prior to application in accordance with the manufacturer's recommendations.

The distributor shall be equipped with a hand sprayer to spray the emulsion in areas not accessible to the distributor truck.

b. Aggregate spreader. The asphalt distributor truck will be equipped with an aggregate spreader mounted to the distributor truck that can apply sand to the emulsion in a single pass operation without driving through wet emulsion. The aggregate spreader shall be equipped with a variable control system capable of uniformly distributing the sand at the specified rate at varying application widths and speeds. The aggregate spreader must be adjusted to produce an even and accurate application of specified aggregate. Prior to any seal coat application, the aggregate spreader will be calibrated onsite to ensure acceptable uniformity of spread. The Engineer will observe the calibration and verify the results. The

aggregate spreader will be re-calibrated each time the aggregate rate is changed either during the application of test strips or production. The Contractor may consult the seal coat manufacturer representative for procedure and guidance. The sander shall have a minimum hopper capacity of 3,000 pounds of sand. Push-type hand sanders will be allowed for use around lights, signs and other obstructions, if necessary.

c. Power broom/blower. A power broom and/or blower shall be provided for removing loose material from the surface to be treated.

d. Equipment calibration. Asphalt distributors must be calibrated within the same construction season in accordance with ASTM D2995. The Contractor must furnish a current calibration certification for the asphalt distributor truck from any State or other agency as approved by the Engineer.

608-4.4 Preparation of asphalt pavement surfaces. Clean pavement surface immediately prior to placing the seal coat so that it is free of dust, dirt, grease, vegetation, oil or any type of objectionable surface film. Remove oil or grease from the asphalt pavement by scrubbing with a detergent, washing thoroughly with clean water, and then treat these areas with a spot primer. Any additional surface preparation, such as crack repair, shall be in accordance with Item P-101, paragraph 101-3.6.

a. New asphalt pavement surfaces. Allow new asphalt pavement surfaces to cure so that there is no concentration of oils on the surface.

Perform a water-break-free test to confirm that the surface oils have degraded and dissipated. (Cast approximately one gallon of clean water out over the surface. The water should sheet out and wet the surface uniformly without crawling or showing oil rings.) If signs of crawling or oil rings are apparent on the pavement surface, additional time must be allowed for additional curing and retesting of the pavement surface prior to treatment.

608-4.5 Emulsion mixing. The application emulsion shall be obtained by blending asphalt material concentrate, water and polymer, if specified. Always add heated water to the asphalt material concentrate, never add asphalt material concentrate to heated water. Mix heated water to asphalt material concentrate, by volume, in the volumetric proportion approved by the Engineer or manufacturer's representative.

Add 1% polymer, by volume, to the emulsion mix. If the polymer is added to the emulsion mix at the plant, submit weight scale tickets to the Engineer. As an option, the polymer may be added to the emulsion mix at the job site provided the polymer is added slowly while the asphalt distributor truck circulating pump is running. The mix must be agitated for a minimum of 15 minutes or until the polymer is mixed to the satisfaction of the Engineer.

608-4.6 Application of asphalt emulsion. The asphalt emulsion shall be applied using a pressure distributor upon the properly prepared, clean and dry surface at the application rate recommended by the manufacturer's representative and approved by the Engineer from the test area/sections evaluation for each designated treatment area. The asphalt emulsion should be applied at a temperature between 130°F and 160°F or in accordance with the manufacturer's recommendation.

If low spots and depressions greater than 1/2 inch in depth in the pavement surface cause ponding or puddling of the applied materials, the pavement surface shall be lightly broomed with a broom or brush type squeegee until the pavement surface is free of any pools of excess material.

During all applications, the surfaces of adjacent structures shall be protected to prevent their being spattered or marred.

608-4.7 Application of aggregate material. Immediately following the application of the asphalt emulsion, friction sand at the rate recommended by the manufacturer's representative and approved by the Engineer from the test area/sections evaluation for each designated application area, shall be spread uniformly over the asphalt emulsion in a single-pass operation simultaneous with the sealer application.

The aggregate shall be spread to the same width of application as the asphalt material and shall not be applied in such thickness as to cause blanketing.

Sprinkling of additional aggregate material, and spraying additional asphalt material over areas that show up having insufficient cover or bitumen, shall be done by hand whenever necessary. In areas where hand work is necessitated, the sand shall be applied before the sealant begins to break.

Minimize aggregate from being broadcast and accumulating on the untreated pavement adjacent to an application pass. Prior to the next application pass, the Contractor shall clean areas of excess or loose aggregate and remove from project site.

QUALITY CONTROL (QC)

608-5.1 Manufacturer's representation. The manufacturer's representative knowledgeable of the material, procedures, and equipment described in the specification is responsible to assist the Contractor and Engineer in determining the appropriate application rates of the emulsion and aggregate, as well as recommendations for proper preparation and start-up of seal coat application. Documentation of the manufacturer representative's experience and knowledge for applying the seal coat product shall be furnished to the Engineer a minimum of 10 work days prior to placement of the control strips. The cost of the manufacturer's representative shall be included in the Contractor's bid price.

MATERIAL ACCEPTANCE

608-6.1 Application rate. The rate of application of the asphalt emulsion shall be verified at least twice per day.

METHOD OF MEASUREMENT

608-7.1 Asphalt surface treatment. The quantity of asphalt surface treatment shall be measured by the square yards of material applied in accordance with the plans and specifications and accepted by the Engineer.

The Contractor must furnish the Engineer with the certified weigh bills when materials are received for the asphalt material used under this contract. The Contractor must not remove material from the tank car or storage tank until initial amounts and temperature measurements have been verified.

BASIS OF PAYMENT

608-8.1 Payment shall be made at the contract unit price per square yard for the asphalt surface treatment applied and accepted by the Engineer. This price shall be full compensation for all surface preparation, furnishing all materials, delivery and application of these materials, for all labor, equipment, tools, and incidentals necessary to complete the item, including the friction testing and all work required to meet AC 150/5320-12, and any costs associated with furnishing a qualified manufacturer's representative to assist with control strips.

Payment will be made under:

<u>ITEM NO.</u>	<u>ITEM</u>	<u>UNIT</u>
02608.1	Emulsified Asphalt Seal Coat	Square Yard

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM C117	Standard Test Method for Materials Finer than 75- μ m (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C136	Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates
ASTM C1602	Standard Specification for Mixing Water Used in the Production of Hydraulic Cement Concrete
ASTM D5	Standard Test Method for Penetration of Asphalt Materials
ASTM D244	Standard Test Methods and Practices for Emulsified Asphalts
ASTM D2007	Standard Test Method for Characteristic Groups in Rubber Extender and Processing Oils and Other Petroleum-Derived Oils by the Clay-Gel Absorption Chromatographic Method
ASTM D2042	Standard Test Method for Solubility of Asphalt Materials in Trichloroethylene
ASTM D2995	Standard Practice for Estimating Application Rate of Bituminous Distributors
ASTM D4402	Standard Test Method for Viscosity Determination of Asphalt at Elevated Temperatures Using a Rotational Viscometer
ASTM D5340	Standard Test Method for Airport Pavement Condition Index Surveys
	Advisory Circulars (AC)
AC 150/5320-12	Measurement, Construction, and Maintenance of Skid-Resistant Airport Pavement Surfaces
AC 150/5320-17	Airfield Pavement Surface Evaluation and Rating (PASER) Manuals
AC 150/5380-6	Guidelines and Procedures for Maintenance of Airport Pavements

END OF ITEM P-608

SECTION 02620 - RUNWAY AND TAXIWAY MARKINGS

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

- A. The General Provisions of the contract, including the General Provisions for Construction Projects (2016), Special Provisions, and General Requirements of the Specifications, apply to the work specified in this section. This Section shall be in accordance with FAA Specification Item P-620: Runway and Taxiway Markings, as included as an attachment to this Section.

1.2 DESCRIPTION OF WORK

- A. This Section shall consist of the preparation and painting of numbers, markings, and stripes on the surface of runways, taxiways, and aprons, in accordance with these specifications and at the locations shown on the plans, or as directed by the Engineer. The terms “paint” and “marking material” as well as “painting” and “application of markings” are interchangeable throughout this specification.

1.3 RELATED WORK SPECIFIED ELSEWHERE

1.4 REFERENCES

- A. Federal Aviation Administration (FAA)
 - 1. FAA Specification Item P-620: Runway and Taxiway Markings.

1.5 SUBMITTALS

- A. Manufacturer’s certified test reports for all materials shipped to the project shall be submitted in accordance with FAA Specification Item P-620, paragraph 620-2.1.
- B. Contractor certification of surface preparation shall be submitted in accordance with FAA Specification Item P-620, paragraph 620-3.3.
- C. Copy of paint manufacturer’s application and surface preparation requirements shall be submitted in accordance with FAA Specification Item P-620, paragraph 620-3.3.

PART 2 - PRODUCTS

- 2.1 Paint: in accordance with FAA Specification Item P-620, paragraph 620-2.2.a.
- 2.2 Reflective media: in accordance with FAA Specification Item P-620, paragraph 620-2.2.b.

PART 3 - EXECUTION

3.1 Construction methods shall be in accordance with FAA Specification Item P-620.

PART 4 - MEASUREMENT AND PAYMENT

4.1 METHOD OF MEASUREMENT

A. Method of measurement and payment shall be in accordance with FAA Specification Item P-620, paragraph 620-4.1a and paragraph 620-4.1b.

4.2 BASIS OF PAYMENT

A. Basis for payment shall be in accordance with FAA Specification Item P-620, paragraph 620-5.1a and paragraph 620-5.2b.

PART 5 - ATTACHMENTS

5.1 FAA Specification Item P-620 Runway and Taxiway Marking.

Item P-620 Runway and Taxiway Marking

DESCRIPTION

620-1.1 This item shall consist of the preparation and painting of numbers, markings, and stripes on the surface of runways, taxiways, and aprons, in accordance with these specifications and at the locations shown on the plans, or as directed by the Engineer. The terms “paint” and “marking material” as well as “painting” and “application of markings” are interchangeable throughout this specification.

MATERIALS

620-2.1 Materials acceptance. The Contractor shall furnish manufacturer’s certified test reports, for materials shipped to the project. The certified test reports shall include a statement that the materials meet the specification requirements. This certification along with a copy of the paint manufacturer’s surface preparation; marking materials, including adhesion, flow promoting and/or floatation additive; and application requirements must be submitted and approved by the Engineer prior to the initial application of markings. The reports can be used for material acceptance or the Engineer may perform verification testing. The reports shall not be interpreted as a basis for payment. The Contractor shall notify the Engineer upon arrival of a shipment of materials to the site. All material shall arrive in sealed containers that are easily quantifiable for inspection by the Engineer.

620-2.2 Marking materials.

Table 1. Marking Materials

Paint ¹				Glass Beads ²	
Type	Color	Fed Std. 595 Number	Application Rate Maximum	Type	Application Rate Minimum
Waterborne Type II	White	37925	115 ft ² /gal	Type I, Gradation A	7 lb/gal
Waterborne Type II	Red	31136	115 ft ² /gal	Type I, Gradation A	5 lb/gal
Waterborne Type II	Yellow	33538 or 33655	115 ft ² /gal	Type I, Gradation A	7 lb/gal
Waterborne Type II	Black	37038	115 ft ² /gal	None	None
Temporary Marking Waterborne Type I	White	37925	230 ft ² /gal	None	None
Temporary Marking Waterborne Type I	Yellow	33538 or 33655	230 ft ² /gal	None	None

¹ See paragraph 620-2.2a

² See paragraph 620-2.2b

a. Paint. Paint shall be waterborne in accordance with the requirements of this paragraph. Paint colors shall comply with Federal Standard No. 595. Waterborne black paint shall be used to outline a border at least 6 inches (150 mm) wide around markings as shown on the plans.

Waterborne. Paint shall meet the requirements of Federal Specification TT-P-1952F, Type I or II. The non-volatile portion of the vehicle for all paint types shall be composed of a 100% acrylic polymer as determined by infrared spectral analysis.

b. Reflective media. Glass beads for white and yellow paint shall meet the requirements for Federal Specification TT-B-1325D Type I, Gradation A.

Glass beads for red paint shall meet the requirements for Type I, Gradation A.

Glass beads shall be treated with all compatible coupling agents recommended by the manufacturers of the paint and reflective media to ensure adhesion and embedment.

Glass beads shall not be used in black paint.

CONSTRUCTION METHODS

620-3.1 Weather limitations. Painting shall only be performed when the surface is dry, and the ambient temperature and the pavement surface temperature meet the manufacturer's recommendations in accordance with paragraph 620-2.1. Painting operations shall be discontinued when the ambient or surface temperatures does not meet the manufacturer's recommendations. Markings shall not be applied when the wind speed exceeds 10 mph unless windscreens are used to shroud the material guns. Markings shall not be applied when weather conditions are forecasts to not be within the manufacturers' recommendations for application and dry time.

620-3.2 Equipment. Equipment shall include the apparatus necessary to properly clean the existing surface, a mechanical marking machine, a bead dispensing machine, and such auxiliary hand-painting equipment as may be necessary to satisfactorily complete the job.

The mechanical marker shall be an atomizing spray-type or airless type marking machine with automatic glass bead dispensers suitable for application of traffic paint. It shall produce an even and uniform film thickness and appearance of both paint and glass beads at the required coverage and shall apply markings of uniform cross-sections and clear-cut edges without running or spattering and without over spray. The marking equipment for both paint and beads shall be calibrated daily.

620-3.3 Preparation of surfaces. Immediately before application of the paint, the surface shall be dry and free from dirt, grease, oil, laitance, or other contaminants that would reduce the bond between the paint and the pavement. Use of any chemicals or impact abrasives during surface preparation shall be approved in advance by the Engineer. After the cleaning operations, sweeping, blowing, or rinsing with pressurized water shall be performed to ensure the surface is clean and free of grit or other debris left from the cleaning process.

a. Preparation of new pavement surfaces. The area to be painted shall be cleaned by broom, blower, water blasting, or by other methods approved by the Engineer to remove all contaminants, including PCC curing compounds, minimizing damage to the pavement surface.

b. Preparation of pavement to remove existing markings. Existing pavement markings shall be removed by rotary grinding, water blasting, or by other methods approved by the Engineer minimizing damage to the pavement surface. The removal area may need to be larger than the area of the markings to eliminate ghost markings. After removal of markings on asphalt pavements, apply a fog seal or seal coat to 'block out' the removal area to eliminate 'ghost' markings.

c. Preparation of pavement markings prior to remarking. Prior to remarking existing markings, loose existing markings must be removed minimizing damage to the pavement surface, with a method approved by the Engineer. After removal, the surface shall be cleaned of all residue or debris.

Prior to the application of markings, the Contractor shall certify in writing that the surface is dry and free from dirt, grease, oil, laitance, or other foreign material that would prevent the bond of the paint to the pavement or existing markings. This certification along with a copy of the paint manufacturer's application and surface preparation requirements must be submitted to the Engineer prior to the initial application of markings.

620-3.4 Layout of markings. The proposed markings shall be laid out in advance of the paint application. The locations of markings to receive glass beads shall be shown on the plans.

620-3.5 Application. A period of 30 days shall elapse between placement of surface course or seal coat and application of the permanent paint markings. Paint shall be applied at the locations and to the dimensions and spacing shown on the plans. Paint shall not be applied until the layout and condition of the surface has been approved by the Engineer.

The edges of the markings shall not vary from a straight line more than 1/2 inch in 50 feet, and marking dimensions and spacing shall be within the following tolerances:

Marking Dimensions and Spacing Tolerance

Dimension and Spacing	Tolerance
36 inch or less	±1/2 inch
greater than 36 inch to 6 feet	±1 inch
greater than 6 feet to 60 feet	±2 inch
greater than 60 feet	±3 inch

The paint shall be mixed in accordance with the manufacturer’s instructions and applied to the pavement with a marking machine at the rate shown in Table 1. The addition of thinner will not be permitted.

Glass beads shall be distributed upon the marked areas per the table below and shall receive glass beads immediately after application of the paint. A dispenser shall be furnished that is properly designed for attachment to the marking machine and suitable for dispensing glass beads. Glass beads shall be applied at the rate shown in Table 1. Glass beads shall not be applied to black paint or green paint. Glass beads shall adhere to the cured paint or all marking operations shall cease until corrections are made. Different bead types shall not be mixed. Regular monitoring of glass bead embedment and distribution should be performed.

Markings that require Glass Beads and 6” Black Enhancements (Borders)

Description	Color	Glass Beads	6” Black Enhancement (Border)
Runway Centerline Markings	White	Yes	Enhanced
Runway Aiming Points	White	Yes	Enhanced
Runway Touchdown Zone Markings	White	Yes	Enhanced
Runway Threshold Markings	White	Yes	Enhanced
Runway Threshold Bar	White	Yes	Enhanced
Runway Identifier Markings	White	Yes	Enhanced
Runway Edge Line	White	Yes	N/A

620-3.6 Application--preformed thermoplastic airport pavement markings.

Preformed thermoplastic pavement markings not used.

620-3.7 Control strip. Prior to the full application of airfield markings, the Contractor shall prepare a control strip in the presence of the Engineer. The Contractor shall demonstrate the surface preparation method and all striping equipment to be used on the project. The marking equipment must achieve the prescribed application rate of paint and population of glass beads (per Table 1) that are properly embedded and evenly distributed across the full width of the marking. Prior to acceptance of the control strip, markings must be evaluated during darkness to ensure a uniform appearance.

620-3.8 Retro-reflectance. Reflectance shall be measured with a portable retro-reflectometer meeting ASTM E1710 (or equivalent). A total of 6 reading shall be taken over a 6 square foot

area with 3 readings taken from each direction. The average shall be equal to or above the minimum levels of all readings which are within 30% of each other.

Minimum Retro-Reflectance Values

Material	Retro-reflectance mcd/m ² /lux		
	White	Yellow	Red
Initial Type I	300	175	35
Initial Type III	600	300	35
Initial Thermoplastic	225	100	35
All materials, remark when less than ¹	100	75	10

1 Prior to remarking determine if removal of contaminants on markings will restore retro-reflectance

620-3.9 Protection and cleanup. After application of the markings, all markings shall be protected from damage until dry. All surfaces shall be protected from excess moisture and/or rain and from disfiguration by spatter, splashes, spillage, or drippings. The Contractor shall remove from the work area all debris, waste, loose reflective media, and by-products generated by the surface preparation and application operations to the satisfaction of the Engineer. The Contractor shall dispose of these wastes in strict compliance with all applicable state, local, and federal environmental statutes and regulations.

METHOD OF MEASUREMENT

620-4.1a The quantity of markings shall be paid for shall be measured by the number of square feet of painting.

620-4.1b The quantity of temporary markings shall be paid for shall be measured by the number of square feet of painting performed in accordance with the specifications and accepted by the Engineer. Temporary marking includes surface preparation, application and complete removal of the temporary marking.

BASIS OF PAYMENT

620-5.1 This price shall be full compensation for furnishing all materials and for all labor, equipment, tools, and incidentals necessary to complete the item complete in place and accepted by the Engineer in accordance with these specifications.

620-5.1a Payment for markings shall be made at the contract price for the number of square feet of painting.

620-5.2b Payment for temporary markings shall be made at the contract price for the number of square feet of painting. This price shall be full compensation for furnishing all materials and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

<u>ITEM NO.</u>	<u>ITEM</u>	<u>UNIT</u>
Item 02620.1	Runway and Taxiway Marking	Square Foot
Item 02620.2	Temporary Runway and Taxiway Marking	Square Foot

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM D476	Standard Classification for Dry Pigmentary Titanium Dioxide Products
ASTM D968	Standard Test Methods for Abrasion Resistance of Organic Coatings by Falling Abrasive
ASTM D1652	Standard Test Method for Epoxy Content of Epoxy Resins
ASTM D2074	Standard Test Method for Total, Primary, Secondary, and Tertiary Amine Values of Fatty Amines by Alternative Indicator Method
ASTM D2240	Standard Test Method for Rubber Property - Durometer Hardness
ASTM D7585	Standard Practice for Evaluating Retroreflective Pavement Markings Using Portable Hand-Operated Instruments
ASTM E303	Standard Test Method for Measuring Surface Frictional Properties Using the British Pendulum Tester
ASTM E1710	Standard Test Method for Measurement of Retroreflective Pavement Marking Materials with CEN-Prescribed Geometry Using a Portable Retroreflectometer
ASTM E2302	Standard Test Method for Measurement of the Luminance Coefficient Under Diffuse Illumination of Pavement Marking Materials Using a Portable Reflectometer
ASTM G154	Standard Practice for Operating Fluorescent Ultraviolet (UV) Lamp Apparatus for Exposure of Nonmetallic Materials

Code of Federal Regulations (CFR)

40 CFR Part 60, Appendix A-7, Method 24	Determination of volatile matter content, water content, density, volume solids, and weight solids of surface coatings
29 CFR Part 1910.1200	Hazard Communication

Federal Specifications (FED SPEC)

FED SPEC TT-B-1325D	Beads (Glass Spheres) Retro-Reflective
---------------------	--

FED SPEC TT-P-1952F

Paint, Traffic and Airfield Marking, Waterborne

FED STD 595

Colors used in Government Procurement

Commercial Item Description

A-A-2886B

Paint, Traffic, Solvent Based

Advisory Circulars (AC)

AC 150/5340-1

Standards for Airport Markings

AC 150/5320-12

Measurement, Construction, and Maintenance of Skid Resistant
Airport Pavement Surfaces

END OF ITEM P-620

-----END OF SECTION 02620-----

SECTION 02621 - SAW-CUT GROOVES

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

- A. The General Provision of the contract, including the General Provisions for Construction Projects (2016), Special Provisions, and General Requirements of the Specifications, apply to the work specified in this section. This Section shall be in accordance with FAA Specification Item P-621: Saw-cut Grooves, as included as an attachment to this Section.

1.2 DESCRIPTION OF WORK

- A. This Section consists of constructing saw-cut grooves to minimize hydroplaning during wet weather, providing a skid resistant surface in accordance with these specifications and at the locations shown on the plans, or as directed by the Engineer.

1.3 RELATED WORK SPECIFIED ELSEWHERE

1.4 REFERENCES

- A. Federal Aviation Administration (FAA)
 - 1. FAA Specification Item P-621: Saw-Cut Grooves.

1.5 SUBMITTALS

- A. Grooving sequence and method of placing guidelines to control grooving operation shall be submitted in accordance with FAA Specification Item P-621, paragraph 621-2.1.

PART 2 - PRODUCTS (NOT USED)

PART 3 - EXECUTION

- 3.1 Construction methods shall be in accordance with FAA Specification Item P-621.
- 3.2 Acceptance shall be in accordance with FAA Specification Item P-621.

PART 4 - MEASUREMENT AND PAYMENT

4.1 METHOD OF MEASUREMENT

- A. Method of measurement and payment shall be in accordance with FAA Specification Item P-621, paragraph 621-4.1.

4.2 BASIS OF PAYMENT

A. Basis for payment shall be in accordance with FAA Specification Item P-621, paragraph 621-5.1.

PART 5 - ATTACHMENTS

5.1 FAA Specification Item P-621 Saw-Cut Grooves.

Item P-621 Saw-Cut Grooves

DESCRIPTION

621-1.1 This item consists of constructing saw-cut grooves to minimize hydroplaning during wet weather, providing a skid resistant surface in accordance with these specifications and at the locations shown on the plans, or as directed by the Engineer.

CONSTRUCTION METHODS

621-2.1 Procedures. The Contractor shall submit to the Engineer the grooving sequence and method of placing guidelines to control grooving operation. Transverse grooves saw-cut in the pavement must form a 1/4 inch (+1/16 inch, -0 inch) wide by 1/4 inch ($\pm 1/16$ inch) deep by 1-1/2 inch (-1/8 inch, +0 inch) center-to-center configuration. The grooves must be continuous for the entire runway length. They must be saw-cut transversely (perpendicular to centerline) in the runway and high-speed taxiway pavement to not less than 10 feet from the runway pavement edge to allow adequate space for equipment operation.

The saw-cut grooves must meet the following tolerances. The tolerances apply to each day's production and to each piece of grooving equipment used for production. The Contractor is responsible for all controls and process adjustments necessary to meet these tolerances. The Contractor shall routinely spot check for compliance each time the equipment aligns for a grooving pass.

a. Alignment tolerance. The grooves shall not vary more than $\pm 1-1/2$ inch in alignment for 75 feet along the runway length, allowing for realignment every 500 feet along the runway length.

b. Groove tolerance.

(1) Depth. The standard depth is 1/4 inch. At least 90% of the grooves must be at least 3/16 inch, at least 60% of the grooves must be at least 1/4 inch, and not more than 10% of the grooves may exceed 5/16 inch.

(2) Width. The standard width is 1/4 inch. At least 90% of the grooves must be at least 3/16 inch, at least 60% of the grooves must be at least 1/4 inch, and not more than 10% of the grooves may exceed 5/16 inch.

(3) Center-to-center spacing. The standard spacing is 1-1/2 inch. Minimum spacing 1-3/8 inch. Maximum spacing 1-1/2 inch.

Saw-cut grooves must not be closer than 3 inches or more than 9 inches from transverse joints in concrete pavements. Grooves must not be closer than 6 inches and no more than 18 inches from in-pavement light fixtures. Grooves may be continued through longitudinal construction joints. Where neoprene compression seals have been installed and the compression seals are recessed sufficiently to prevent damage from the grooving operation, grooves may be continued through the longitudinal joints. Where neoprene compression seals have been installed and the compression seals are not recessed sufficiently to prevent damage from the grooving operation, grooves must not be closer than 3 inches or more than 5 inches from the longitudinal joints. Where lighting cables are installed, grooving through longitudinal or diagonal saw kerfs shall not be allowed.

621-2.2 Environmental requirements. Grooving operations will not be permitted when freezing conditions prevent the immediate removal of debris and/or drainage of water from the grooved area. Discharge and disposal of waste slurry shall be the Contractor's responsibility.

621-2.3 Control strip. Groove a control strip in an area of the pavement outside of the trafficked area, as approved by the Engineer. The area shall be 150 feet long by two lanes wide. Demonstrate the setup and alignment process, the grooving operation, and the waste slurry disposal.

621-2.4 Existing pavements. Bumps, depressed areas, bad or faulted joints, and badly cracked and/or spalled areas in the pavement shall not be grooved until such areas are adequately repaired or replaced.

621-2.5 New pavements. New asphalt and Portland cement concrete pavements shall be allowed to cure for a minimum of 30 days before grooving, to allow the material to become stable enough to prevent closing of the grooves under normal use. If it can be demonstrated that grooves are stable, and can be installed with no spalling, tearing or raveling of the groove edge, grooving may occur sooner than 30 days with approval of the Engineer. All grade corrections must be completed prior to grooving. Spalling along or tearing or raveling of the groove edges shall not be allowed.

621-2.6 Grooving machine. Provide a grooving machine that is power driven, self-propelled, specifically designed and manufactured for pavement grooving, and has a self-contained and integrated continuous slurry vacuum system as the primary method for removing waste slurry. The grooving machine shall be equipped with diamond-saw cutting blades, and capable of making at least 18 inches in width of multiple parallel grooves in one pass of the machine. Thickness of the cutting blades shall be capable of making the required width and depth of grooves in one pass of the machine. The cutting head shall not contain a mixture of new and worn blades or blades of unequal wear or diameter. Match the blade type and configuration with the hardness of the existing airfield pavement. The wheels on the grooving machine shall be of a design that will not scar or spall the pavement. Provide the machine with devices to control depth of groove and alignment.

621-2.7 Water supply. Water for the grooving operation shall be provided by the Contractor.

621-2.8 Clean-up. During and after installation of saw-cut grooves, the Contractor must remove from the pavement all debris, waste, and by-products generated by the operations to the satisfaction of the Engineer. Cleanup of waste material must be continuous during the grooving operation. Flush debris produced by the machine to the edge of the grooved area or pick it up as it forms. The dust coating remaining shall be picked up or flushed to the edge of the area if the resultant accumulation is not detrimental to the vegetation or storm drainage system. Accomplish all flushing operations in a manner to prevent erosion on the shoulders or damage to vegetation. Waste material must be disposed of in an approved manner. Waste material must not be allowed to enter the airport storm sewer system. The Contractor must dispose of these wastes in strict compliance with all applicable state, local, and federal environmental statutes and regulations

621-2.9 Repair of damaged pavement. Grooving must be stopped and damaged pavement repaired at the Contractor's expense when directed by the Engineer.

ACCEPTANCE

621-3.1 Acceptance testing. Grooves will be accepted based on results of zone testing. All acceptance testing necessary to determine conformance with the groove tolerances specified will be performed by the Engineer.

Instruments for measuring groove width and depth must have a range of at least 0.5 inch and a resolution of at least 0.005 inch. Gauge blocks or gauges machined to standard grooves width, depth, and spacing may be used.

Instruments for measuring center-to-center spacing must have a range of at least 3 inches and a resolution of at least 0.02 inch.

The Engineer will measure grooves in five zones across the pavement width. Measurements will be made at least three times during each day's production. Measurements in all zones will be made for each cutting head on each piece of grooving equipment used for each day's production.

The five zones are as follows:

- Zone 1 Centerline to 5 feet left or right of the centerline.
- Zone 2 5 feet to 25 feet left of the centerline.
- Zone 3 5 feet 25 feet right of the centerline.
- Zone 4 25 feet to edge of grooving left of the centerline.
- Zone 5 25 feet to edge of grooving right of the centerline.

At a random location within each zone, five consecutive grooves sawed by each cutting head on each piece of grooving equipment will be measured for width, depth, and spacing. The five consecutive measurements must be located about the middle blade of each cutting head ± 4 inches. Measurements will be made along a line perpendicular to the grooves.

- Width or depth measurements less than 0.170 inch shall be considered less than 3/16 inch.
- Width or depth measurements more than 0.330 inch shall be considered more than 5/16 inch.
- Width or depth measurements more than 0.235 inch shall be considered more than 1/4 inch.

Production must be adjusted when more than one groove on a cutting head fails to meet the standard depth, width, or spacing in more than one zone.

METHOD OF MEASUREMENT

621-4.1 The quantity of grooving to be paid for shall be the number of square yards of grooving performed in accordance with the specifications and accepted by the Engineer per paragraph 621-3.1.

BASIS OF PAYMENT

621-5.1 Payment for saw-cut grooving. Payment for saw-cut grooving will be made at the contract unit price per square yard for saw-cut grooving. This price shall be full compensation for

furnishing all materials, and for all preparation, delivering, and application of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

<u>ITEM NO.</u>	<u>ITEM</u>	<u>UNIT</u>
02621.1	Saw-Cut Grooves	Square Yard

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Advisory Circulars (AC)

AC 150/5320-12 Measurement, Construction, and Maintenance of Skid Resistant
Airport Pavement Surfaces

END OF ITEM P-621

-----END OF SECTION 02621-----

SECTION 02623 – EMULSIFIED ASPHALT SPRAY SEAL COAT

PART 1 – GENERAL

1.1 RELATED DOCUMENTS

- A. The General Provision of the contract, including the General Provisions for Construction Projects (2016), Special Provisions, and General Requirements of the Specifications, apply to the work specified in this section. This Section shall be in accordance with FAA Specification Item P-623: Emulsified Asphalt Spray Seal Coat, as included as an attachment to this Section.

1.2 DESCRIPTION OF WORK

- A. This Section consists of the application of a polymer modified, asphalt emulsion spray seal coat (seal coat) composed of an emulsion of binders prepared from crude petroleum, mineral fillers, water and polymer, applied to taxiways, shoulders, overruns, roads, parking areas, and other general applications. It shall not be applied to Runways. The seal coat shall be applied in accordance with these specifications, and as shown on the plans or as directed by the Engineer.

1.3 RELATED WORK SPECIFIED ELSEWHERE (Not Used)

1.4 REFERENCES

- A. Federal Aviation Administration (FAA)
 - 1. FAA Specification Item P-623: Emulsified Asphalt Spray Seal Coat.

1.5 SUBMITTALS

- A. Certificate of Analysis (COA) for material delivered to the project

PART 2 - PRODUCTS

- 2.1 Polymer modified asphalt emulsion spray seal (seal coat): in accordance with FAA Specification Item P-623, paragraph 623-2.1.

PART 3 - EXECUTION

- 3.1 Construction methods shall be in accordance with FAA Specification Item P-623.
- 3.2 Acceptance shall be in accordance with FAA Specification Item P-623.

PART 4 - MEASUREMENT AND PAYMENT

4.1 METHOD OF MEASUREMENT

- A. Method of measurement and payment shall be in accordance with FAA Specification Item P-623, paragraph 623-2.1.

4.2 BASIS OF PAYMENT

A. Basis for payment shall be in accordance with FAA Specification Item P-623, paragraph 623-7.1.

PART 5 - ATTACHMENTS

5.1 FAA Specification Item P-623 Emulsified Asphalt Spray Seal Coat.

Item P-623 Emulsified Asphalt Spray Seal Coat

DESCRIPTION

623-1.1 This item shall consist of the application of a polymer modified, asphalt emulsion spray seal coat (seal coat) composed of an emulsion of binders prepared from crude petroleum, mineral fillers, water and polymer, applied to an existing, previously prepared asphalt surface. The seal coat shall be applied in accordance with these specifications, and as shown on the plans or as directed by the Engineer.

623-1.2 Application rate per square yard. The approximate amounts of seal coat per square yard for the spray seal will be applied as provided in the Application Rate Table. The actual application rates will vary within the range specified to suit field conditions and will be recommended by the manufacturer's representative and approved by the Engineer from the test area/sections evaluation.

Application Rate (gal/yd²/coat)

	2-coat application	3-coat application
1st Coat	0.14 - 0.20	0.14 - 0.20
2nd Coat	0.10 - 0.20	0.10 - 0.20
3rd Coat	-	0.08 - 0.15
Total Application	0.30 minimum	0.30 - 0.55

MATERIALS

623-2.1 Polymer modified asphalt emulsion spray seal (seal coat). A seal coat fortified with fillers created from binders prepared from crude petroleum shall meet the properties in the following table:

Polymer Modified Asphalt Emulsion Spray Seal Properties¹

Property	Characteristics	
	Minimum	Maximum
Density at 77°F (25°C), lb./gal (g/mL)	9 (1.0)	12 (1.5)
Residue by evaporation, %	44	...
Water content, %	...	56
Ash content of residue, %	30	40
Uniformity	Uniform homogeneous consistency.	
Wet film continuity	No separation, coagulation, or settlement that cannot be overcome by moderate agitation.	
Resistance to heat	No blistering, sagging, or slipping.	
Resistance to water	No loss of adhesion and no blistering or tendency to re-emulsify.	
Flash point	No tendency to flash.	
Flexibility	No flaking, cracking, or loss of adhesion to the substrate.	
Polymer modification	Minimum 3% by weight of asphalt binder.	

¹ For water content testing, use ASTM Test Method D95. For flash point testing, use ASTM Test Method D93. For other properties, use ASTM Test Methods D2939.

The Contractor shall provide a copy of the manufacturer's Certificate of Analysis (COA) for material delivered to the project. If the asphalt emulsion is diluted at other than the manufacturer's facility, the Contractor shall provide a supplemental COA from an independent laboratory verifying the asphalt emulsion properties. The COA shall be provided to and approved by the Engineer before material is applied. The furnishing of the vendor's certified test report for the asphalt material shall not be interpreted as a basis for final acceptance. The manufacturer's COA may be subject to verification by testing the material delivered for use on the project.

623-2.2 Polymer modification. The type of polymer used for modification shall be chosen by the manufacturer. The polymer modifier shall be incorporated in the manufacturing process. The Contractor shall submit manufacturer's technical data, the manufacturer's certification indicating that the polymer meets the requirements of the specification, and the manufacturer's approval of its use to the engineer. The amount of polymer will be a minimum 3% of the weight of the asphalt binder in the seal coat surface treatment.

623-2.3 Water. Water used in mixing or curing shall be from potable water sources, free of harmful soluble salts, and at least 50°F (10°C). Other sources shall be tested in accordance with ASTM C1602 prior to use.

623-2.4 Friction characteristics. Not required.

CONSTRUCTION METHODS

623-4.1 Worker safety. The Contractor shall obtain a Safety Data Sheet (SDS) for both the asphalt sealer product and aggregate and require workmen to follow the manufacturer's recommended safety precautions. All additional industry standard safety precautions regarding the storage and applications of asphalts should be understood and followed by the Contractor.

623-4.2 Control strip. Prior to full production the Contractor shall construct a control strip. The test area will be designated by the Engineer in an area representative of the project. The control strip will determine the application rate to be used as well as to demonstrate the equipment and placement methods to be used. If the control strip should prove to be unsatisfactory, the necessary adjustments to the mix composition, application rate, placement operations and equipment shall be made. Additional control strips shall be placed and evaluated if required. Full production shall not begin without the Engineer's or manufacturer's representative approval of an appropriate application rate.

623-4.3 Weather limitations. The spray seal shall be applied only when the existing pavement surface is dry and when the weather is not foggy, rainy, or the humidity will not allow proper curing, or when the wind velocity will prevent the uniform application of the material. No material shall be applied when dust or sand is blowing or when rain is anticipated within eight (8) hours of application completion. The atmospheric temperature and the pavement surface temperature shall both be above 50°F (10°C) and rising and is expected to remain above 50°F (10°C) for 24 hours, unless otherwise directed by the Engineer. Cover existing buildings, structures, runway edge lights, taxiway edge lights, informational signs, retro-reflective marking and in-pavement duct markers as necessary to protect against overspray before applying the emulsion. Should emulsion get on any light or marker fixture, promptly clean the fixture. If cleaning is not satisfactory to the Engineer, the Contractor shall replace any light, sign or marker with equivalent equipment at no cost to the Owner.

623-4.3 Equipment and tools. The Contractor shall furnish all equipment, tools, and machinery necessary for the performance of the work. Equipment used to apply the seal coat shall have continuous agitation or mixing capabilities to maintain homogeneous consistency of the seal coat throughout the application process. Spray equipment shall be capable of mixing and spraying seal coat with aggregate added. Self-propelled squeegee equipment with mixing capability shall have at least two squeegee or brush devices (one behind the other) to ensure adequate distribution and penetration of seal coat surface treatment into pavement surface. Hand squeegees and brushes shall be acceptable in areas where practicality prohibits the use of mechanized equipment. A power broom or blower may be used for removing loose material from the surface to be treated.

623-4.4 Preparation of asphalt pavement surfaces. Clean pavement surface immediately prior to placing the seal coat so that it is free of dust, dirt, grease, vegetation, oil or any type of objectionable surface film. Remove oil or grease by scrubbing with a detergent, then wash thoroughly with clean water. Any additional surface preparation, such as crack repair, shall be in accordance with specification section 02562 Surface Preparation and Crack Sealing.

a. New asphalt pavement surfaces. Allow new asphalt pavement surfaces to cure so that there is no concentration of oils on the surface. A period of at least 30 days at 70°F (21°C) daytime temperatures shall elapse between the placement of a hot mixed asphalt concrete surface course and the application of the seal coat.

Perform a water-break-free test to confirm that the surface oils have degraded and dissipated. (Cast approximately one gallon (4 liters) of clean water out over the surface. The water should sheet out and wet the surface uniformly without crawling or showing oil rings.) If signs of crawling or oil rings are apparent on the pavement surface, additional time must be allowed for additional curing and retesting of the pavement surface prior to treatment.

623-4.5 Emulsion mixing.

Contractor must ensure the mixture is homogeneous with no balling or lumping. Continue to agitate the seal coat mixture in the mixing tank at all times prior to and during application so that a consistent mix is available for application. Small additional increments of water may be needed to provide a workable consistency, but in no case is the water content to exceed the specified amount.

623-4.6 Application of seal coat. Application of seal coat generally consists of two application coats of material. The first coat must be dry prior to the application of the second coat or subsequent coats if more than two coats are being applied. During all applications, the surfaces of adjacent structures shall be protected to prevent their being spattered or marred. Should the seal coat get on any light or marker fixture, promptly clean the fixture. If cleaning is not satisfactory to the Engineer, the Contractor shall replace any light, sign or marker with equivalent equipment at no cost to the Owner.

Traffic shall not be allowed until the seal coat has thoroughly cured for approximately 24 hours, or as otherwise directed by the Engineer or manufacturer's representative.

If low spots and depressions greater than 1/2 inch (12 mm) in depth in the pavement surface cause ponding or puddling of the applied materials, the pavement surface shall be broomed with a broom drag. Brooming shall continue until the pavement surface is free of any pools of excess material. The Engineer shall inspect and approve areas after brooming.

623-4.7 Freight and weigh bills. The Contractor shall submit waybills and delivery tickets during the progress of the work. Before the final estimate is allowed, file with the Engineer certified waybills and certified delivery tickets for all seal coat used in the construction of the pavement covered by the contract. Do not remove seal coat from storage until the initial outage and temperature measurements have been taken. The delivery or storage units will not be released until the final outage has been taken.

MATERIAL ACCEPTANCE

623-5.1 Application rate. The rate of application of the asphalt emulsion shall be verified at least twice per day. The Contractor must furnish the Engineer the results daily.

METHOD OF MEASUREMENT

623-6.1 Asphalt seal coat. The quantity of seal coat shall be measured by the square yards of material applied in accordance with the plans and specifications and accepted by the Engineer.

BASIS OF PAYMENT

623-7.1 Payment shall be made at the contract unit price per square yard for the seal coat applied and accepted by the Engineer. This price shall be full compensation for all surface preparation, furnishing all materials, delivery and application of these materials, for all labor, equipment, tools, and incidentals necessary to complete the item control strip.

Payment will be made under:

<u>ITEM NO.</u>	<u>ITEM</u>	<u>UNIT</u>
02623.1	Emulsified Asphalt Spray Seal Coat	Square Yard

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM C1602	Standard Specification for Mixing Water Used in the Production of Hydraulic Cement Concrete
------------	---

ASTM D93	Standard Test Methods for Flash Point by Pensky-Martens Closed Cup Tester
ASTM D95	Standard Test Method for Water in Petroleum Products and Bituminous Materials by Distillation
ASTM D2939	
ASTM D5340	Standard Test Method for Airport Pavement Condition Index Surveys
	Advisory Circulars (AC)
AC 150/5380-7	Airport Pavement Management Program (PMP)
	Code of Federal Regulations (CFR)
29 CFR 1910.1200	Occupational Safety and Health Standards, Toxic and Hazardous Substances, Hazard Communication
40 CFR –	Protection of Environment.

END OF ITEM P-623

Requirements of Chapter 104, HRS Wages and Hours of Employees on Public Works Law

Chapter 104, HRS, applies to every public works construction project over \$2,000, regardless of the method of procurement or financing (purchase order, voucher, bid, contract, lease arrangement, warranty, SPRB).

Rate of Wages for Laborers and Mechanics

- Minimum prevailing wages (basic hourly rate plus fringe benefits), as determined by the Director of Labor and Industrial Relations and published in wage rate schedules, shall be paid to the various classes of laborers and mechanics working on the job site. [§104-2(a), (b), Hawaii Revised Statutes (HRS)]
- If the Director of Labor determines that prevailing wages have increased during the performance of a public works contract, the rate of pay of laborers and mechanics shall be raised accordingly. [§104-2(a) and (b), HRS; §12-22-3(d) Hawaii Administrative Rules (HAR)]

Overtime

- Laborers and mechanics working on a Saturday, Sunday, or a legal holiday of the State or more than eight hours a day on any other day shall be paid overtime compensation at not less than one and one-half times the basic hourly rate plus the cost of fringe benefits for all hours worked. If the Director of Labor determines that a prevailing wage is defined by a collective bargaining agreement, the overtime compensation shall be at the rates set by the applicable collective bargaining agreement [§§104-1, 104-2(c), HRS; §12-22-4.1, HAR]

Weekly Pay

- Laborers and mechanics employed on the job site shall be paid their full wages at least once a week, without deduction or rebate, except for legal deductions, within five working days after the cutoff date. [§104-2(d), HRS]

Posting of Wage Rate Schedules

- Wage rate schedules with the notes for prevailing wages and special overtime rates, shall be posted by the contractor in a prominent and easily accessible place at the job site. A copy of the entire wage rate schedule shall be given to each laborer and mechanic employed under the contract, except when the employee is covered by a collective bargaining agreement. [§104-2(d), HRS]

Withholding of Accrued Payments

- If necessary, the contracting agency may withhold accrued payments to the contractor to pay to laborers and mechanics employed by the contractor or subcontractor on the job site any difference between the wages required by the public works contract or specifications and the wages received. [§104-2(e), HRS]

Certified Weekly Payrolls and Payroll Records

- A certified copy of all payrolls shall be submitted weekly to the contracting agency. [§104-3(a), HRS; §12-22-10, HAR]
- The contractor is responsible for the submission of certified copies of the payrolls of all subcontractors. The certification shall affirm that the payrolls are correct and complete, that the wage rates listed are not less than the applicable rates contained in the applicable wage rate schedule, and that the classifications for each laborer or mechanic conform with the work the laborer or mechanic performed. [§104-3(a), HRS; §12-22-10, HAR]
- Payroll records shall be maintained by the contractor and subcontractors for three years after completion of construction. The records shall contain: [§104-3(b), HRS; §12-22-10, HAR]
 - the name and home address of each employee
 - the last four digits of social security number
 - a copy of the apprentice's registration with DLIR
 - the employee's correct classification
 - rate of pay (basic hourly rate + fringe benefits)
 - itemized list of fringe benefits paid
 - daily and weekly hours worked
 - weekly straight time and overtime earnings
 - amount and type of deductions
 - total net wages paid
 - date of payment
- Records shall be made available for examination by the contracting agency, the Department of Labor and Industrial Relations (DLIR), or any of its authorized representatives, who may also interview employees during working hours on the job. [§§104-3(c), 104-22(a), HRS; §12-22-10, HAR]

Termination of Work on Failure to Pay Wages

- If the contracting agency finds that any laborer or mechanic employed on the job site by the contractor or any subcontractor has not been paid prevailing wages or overtime, the contracting agency may, by written notice to the contractor, terminate the contractor's or subcontractor's right to proceed with the work or with the part of the work in which the required wages or overtime compensation have not been paid. The contracting agency may complete this work by contract or otherwise, and the contractor or contractor's sureties shall be liable to the contracting agency for any excess costs incurred. [§104-4, HRS]

Apprentices

- Apprentice wage rates apply to contractors who are a party to a bona fide apprenticeship program which has been registered with the DLIR. In order to be paid apprentice rates, apprentices must be parties to an agreement either registered with or recognized as a USDOL nationally approved apprenticeship program by the DLIR, Workforce Development Division, (808) 586-8877, and the apprentice must be individually registered by name with the DLIR. [§12-22-6(1) and (2), HAR]
- The number of apprentices on any public work in relation to the number of journeyworkers in the same craft classification as the apprentices employed by the same employer on the same public work may not exceed the ratio allowed under the apprenticeship standards registered with or recognized by the DLIR. A registered or recognized apprentice receiving the journeyworker rate will not be considered a journeyworker for the purpose of meeting the ratio requirement. [§12-22-6(3), HAR]

Enforcement

- To ensure compliance with the law, DLIR and the contracting agency will conduct investigations of contractors and subcontractors. If a contractor or subcontractor violates the law, the penalties are: [§104-24, HRS]
 - First Violation Equal to 25% of back wages found due or \$250 per offense up to \$2,500, whichever is greater.
 - Second Violation Equal to amount of back wages found due or \$500 for each offense up to \$5,000, whichever is greater.
 - Third Violation Equal to two times the amount of back wages found due or \$1,000 for each offense up to \$10,000, whichever is greater; and
Suspension from doing any new work on any public work of a governmental contracting agency for three years.
- A violation would be deemed a second violation if it occurs within two years of the **first notification of violation**, and a third violation if it occurs within three years of **the second notification of violation**. [§104-24, HRS; §12-22-25(b), HAR]
- **Suspension:** For a first or second violation, the department shall immediately suspend a contractor who fails to pay wages or penalties until all wages and penalties are paid in full. For a third violation, the department shall penalize and suspend the contractor as described above, **except that if the contractor continues to violate the law, then the department shall immediately suspend the contractor for a mandatory three years. The contractor shall remain suspended until all wages and penalties are paid in full.** [§§104-24, 104-25, HRS]
- **Suspension:** Any contractor who fails to make payroll records accessible or provide requested information within 10 days, or fails to keep or falsifies any required record, shall be assessed a penalty including suspension as provided in Section 104-22(b) and 104-25(a)(3), HRS. [§104-3(c), HRS; §12-22-26, HAR]
- If any contractor interferes with or delays any investigation, the contracting agency shall withhold further payments until the delay has ceased. Interference or delay includes failure to provide requested records or information within ten days, failure to allow employees to be interviewed during working hours on the job, and falsification of payroll records. The department shall assess a penalty of \$10,000 per project, and \$1,000 per day thereafter, for interference or delay. [§104-22(b), HRS; §12-22-26, HAR]
- Failure by the contracting agency to include in the provisions of the contract or specifications the requirements of Chapter 104, HRS, relating to coverage and the payment of prevailing wages and overtime, is not a defense of the contractor or subcontractor for noncompliance with the requirements of this chapter. [§104-2(f), HRS]

For additional information, visit the department's website at <http://labor.hawaii.gov/wsd> or contact any of the following DLIR offices:



Oahu (Wage Standards Division).....(808) 586-8777
Hawaii Island(808) 974-6464
Maui and Kauai(808) 243-5322

PROPOSAL TO THE
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION

PROJECT: Repair of Asphalt Concrete Pavement
Kahului Airport
Kahului, Maui, Hawaii

PROJECT NO.: BM1320-33

COMPLETION TIME: 3 years from the date indicated in the Notice to
Proceed from the Department of Transportation.

PROJECT MANAGER: Robert Miller
Department of Transportation Airports Division
Daniel K. Inouye International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880
Email: robert.l.miller@hawaii.gov
Phone: (808)-872-3801
Fax: (808) 838-8751

Director of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Sir:

The undersigned Bidder declares the following:

1. It has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this proposal.
2. It has not been assisted or represented on this matter by any individual who has, in a State capacity, been involved in the subject matter of this contract within the past two years.
3. It has not and will not, either directly or indirectly offered or given a gratuity (i.e. an entertainment or gift) to any State or County employee to obtain a contract or favorable treatment under a contract.

The undersigned Bidder further agrees to the following:

1. If this proposal is accepted, it shall execute a contract with the Department to provide all necessary labor, machinery, tools, equipment, apparatus and any other means of construction, to do all the work and to furnish all the materials specified in the contract in the manner and within the time therein prescribed in the contract, and that it shall accept in full payment therefore the sum of the unit and/or lump sum prices as set forth in the attached proposal schedule for the actual quantities of work performed and materials furnished and furnish satisfactory security in accordance with Section 103D-324, Hawaii Revised Statutes, within 10 days after the award of the contract or within such time as the Director of Transportation may allow after the undersigned has received the contract documents for execution, and is fully aware that non-compliance with the aforementioned terms will result in the forfeiture of the full amount of the bid guarantee required under Section 103D-323, Hawaii Revised Statutes.
2. That the quantities given in the attached proposal schedule are approximate only and are intended principally to serve as a guide in determining and comparing the bids.
3. That the Department does not either expressly or by implication, agree that the actual amount of work will correspond therewith, but reserves the right to increase or decrease the amount of any class or portion of the work, or to omit portions of the work, as may be deemed necessary or advisable by the Director of Transportation, and that all increased or decreased quantities of work shall be performed at the unit prices set forth in the attached proposal schedule except as provided for in the specifications.

4. In case of a discrepancy between unit prices and the totals in said Proposal Schedule, the unit prices shall prevail.
5. Agrees to begin work within 10 working days after the date of notification to commence with the work, which date is in the notice to proceed, and shall finish the entire project within the time prescribed.
6. The Director of Transportation reserves the right to reject any or all bids and to waive any defects when in the Director's opinion such rejections or waiver will be for the best interest of the public.

The Bidder acknowledges receipt of and certifies that it has completely examined the following listed items: the Hawaii Department of Transportation, Air and Water Transportation Facilities Division General Provisions for Construction Projects dated 2016, the Notice to Bidders, the Special Provisions, if any, the Technical Provisions, the Proposal, the Contract and Bond Forms, and the Project Plans.

In accordance with Section 103D-323, Hawaii Revised Statutes, this proposal is accompanied with a bid security in the amount of \$75,000.00 in the form checked below. (Check applicable bid security submitted with bid.)

Surety Bid Bond (Use standard form),

Cash,

Cashier's Check,

Certified Check, or

(Fill in other acceptable security.)

The undersigned Bidder acknowledges receipt of any addendum issued by the Department by recording in the space below the date of receipt.

Addendum No. 1 _____

Addendum No. 3 _____

Addendum No. 2 _____

Addendum No. 4 _____

In accordance with Section 103D-302, Hawaii Revised Statutes, the undersigned as Bidder, has listed the name of each person or firm, who will be engaged by the Bidder on the project as a Subcontractor or Joint Contractor and the nature of work to be done by each. The Bidder must adequately and unambiguously disclose the unique nature and scope of the work to be performed by each Subcontractor or Joint Contractor. For each listed firm, the Bidder declares the respective firm is a Subcontractor or Joint Contractor and is subject to evaluation as a Subcontractor or Joint Contractor. It is understood that failure to comply with the aforementioned requirements may be cause for rejection of the bid submitted.

<u>Name of Subcontractor</u>	<u>Nature and Scope of Work</u>
1. _____	_____
2. _____	_____
3. _____	_____
4. _____	_____
5. _____	_____
6. _____	_____
7. _____	_____
8. _____	_____

<u>Name of Joint Contractor</u>	<u>Nature and Scope of Work</u>
1. _____	_____
2. _____	_____
3. _____	_____

("None" or if left blank indicates no Subcontractor or Joint Contractor; if more space is needed, attach additional sheets.)

The undersigned hereby certifies that the bid prices contained in the attached proposal schedule have been carefully checked and are submitted as correct and final.

This declaration is made with the understanding that the undersigned is subject to the penalty of perjury under the laws of the United States and is in violation of the Hawaii Penal Code, Section 710-1063, unsworn falsification to authorities, of the Hawaii Revised Statutes, for knowingly rendering a false declaration.

Bidder (Company Name)

By _____
Authorized Signature

Print Name and Title

Business Address

Business Telephone Email

Date

Contact Person (If different from above)

Phone: _____ Email: _____

NOTE:

If Bidder is a CORPORATION, the legal name of the corporation shall be set forth above, the corporate seal affixed, together with the signature(s) of the officer(s) authorized to sign contracts for the corporation. Please attach to this page current (not more than six months old) evidence of the authority of the officer(s) to sign for the corporation.

If Bidder is a PARTNERSHIP, the true name of the partnership shall be set forth above, with the signature(s) of the general partner(s). Please attach to this page current (not more than six months old) evidence of the authority of the partner authorized to sign for the partnership.

If Bidder is an INDIVIDUAL, the bidder's signature shall be placed above.

If signature is by an agent, other than an officer of a corporation or a partner of a partnership, a POWER OF ATTORNEY must be on file with the Department before opening bids or submitted with the bid. Otherwise, the Department may reject the bid as irregular and unauthorized.

PREFERENCES

Bidders agree that preferences shall be taken into consideration to determine the low bidder in accordance with said Sections and the rules promulgated, however, the award of contract will be in the amount of the bid offered exclusive of any preferences.

A. HAWAII PRODUCTS PREFERENCE

In accordance with ACT 174, SLH 2022, effective June 27, 2022, Hawaii Products Preference shall not apply to solicitations for public works construction. Therefore, the Hawaii Products Preference shall not apply to this project.

B. APPRENTICESHIP PROGRAMS PREFERENCE

In accordance with ACT 17, SLH 2009 – Apprenticeship Program, a 5% bid adjustment for bidders that are parties to apprenticeship agreements pursuant to Hawaii Revised Statutes (HRS) Section 103-55.6 may be applied to the bidder's price for evaluation purposes

Any bidder seeking this preference must be a party to an apprenticeship agreement registered with the Department of Labor and Industrial Relations at the time the offer is made for each apprenticeable trade the bidder will employ to construct the public works projects for which the offer is being made.

The bidder is responsible for complying with all submission requirements for registration of its apprenticeship program before requesting the preference.

Yes, I wish to be considered for the Apprenticeship Programs Preference. I have included Certification Form(s) 1 with my bid.

C. RECYCLED PRODUCT PREFERENCE

Recycled product preference shall not apply to this proposal.

**REPAIR OF ASPHALT CONCRETE PAVEMENT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII
STATE PROJECT NO. BM1320-33
PROPOSAL SCHEDULE**

Item No.	Description	Approx. Quantity	Unit	Unit Price	Total
01561.1	Construction Site Runoff Control Program (For 36 month contract period)	1	LS	\$ _____	\$ _____
01562.2	Management of Contaminated Medias			ALLOW.	\$ _____
02209.1	Crushed Aggregate Base Course				
02209.1-a	1 – 30 Cubic Yards	1	CY	\$ _____	\$ _____
02209.1-b	31 – 60 Cubic Yards	31	CY	\$ _____	\$ _____
02209.1-c	61 – 120 Cubic Yards	61	CY	\$ _____	\$ _____
02209.1-d	121 – 500 Cubic Yards	121	CY	\$ _____	\$ _____
02401.1	Asphalt Mix Pavement				
02401.1-a	1 – 50 Tons	1	TON	\$ _____	\$ _____
02401.1-b	51 – 200 Tons	51	TON	\$ _____	\$ _____
02401.1-c	201 – 400 Tons	201	TON	\$ _____	\$ _____
02401.1-d	401 – 600 Tons	401	TON	\$ _____	\$ _____
02562.1	Herbiciding				
02562.1-a	1 -500 Linear Foot	1	LF	\$ _____	\$ _____
02562.1-b	501 – 2000 Linear Foot	501	LF	\$ _____	\$ _____
02562.1-c	2001 – 5000 Linear Foot	2001	LF	\$ _____	\$ _____
02562.1-d	>5000 Linear Foot	5001	LF	\$ _____	\$ _____
02562.2	Crack Sealing				
02562.2-a	1 -500 Linear Foot	1	LF	\$ _____	\$ _____
02562.2-b	501 – 2000 Linear Foot	501	LF	\$ _____	\$ _____
02562.2-c	2001 – 5000 Linear Foot	2001	LF	\$ _____	\$ _____
02562.2-d	>5000 Linear Foot	5001	LF	\$ _____	\$ _____
02562.3	Pavement Removal				
02562.3-a	1 – 25 Cubic Yards	1	CY	\$ _____	\$ _____
02562.3-b	26 -100 Cubic Yards	26	CY	\$ _____	\$ _____
02562.3-c	101 – 200 Cubic Yards	101	CY	\$ _____	\$ _____
02562.3-d	201 – 300 Cubic Yards	201	CY	\$ _____	\$ _____
02608.1	Emulsified Asphalt Seal Coat				
02608.1-a	1 – 500 Square Yards	1	SY	\$ _____	\$ _____
02608.1-b	501 – 1000 Square Yards	501	SY	\$ _____	\$ _____
02608.1-c	1001 – 2000 Square Yards	1001	SY	\$ _____	\$ _____
02608.1-d	>2000 Square Yards	2001	SY	\$ _____	\$ _____

02620.1	Runway and Taxiway Marking				
02620.1-a	1 – 500 Square Feet	1	SF	\$ _____	\$ _____
02620.1-b	501 – 2000 Square Feet	501	SF	\$ _____	\$ _____
02620.1-c	2001 – 5000 Square Feet	2001	SF	\$ _____	\$ _____
02620.1-d	>5000 Square Feet	5001	SF	\$ _____	\$ _____
02620.2	Temporary Runway and Taxiway Marking				
02620.2-a	1 – 500 Square Feet	1	SF	\$ _____	\$ _____
02620.2-b	501 – 2000 Square Feet	501	SF	\$ _____	\$ _____
02620.2-c	2001 – 5000 Square Feet	2001	SF	\$ _____	\$ _____
02620.2-d	>5000 Square Feet	5001	SF	\$ _____	\$ _____
02621.1	Saw-Cut Grooves (Runway Grooving)				
02621.1-a	1 – 500 Square Yards	1	SY	\$ _____	\$ _____
02621.1-b	501 – 1000 Square Yards	501	SY	\$ _____	\$ _____
02621.1-c	1001 – 2000 Square Yards	1001	SY	\$ _____	\$ _____
02623.1	Emulsified Asphalt Spray Seal Coat				
02623.1-a	1 – 500 Square Yards	1	SY	\$ _____	\$ _____
02623.1-b	501 – 1000 Square Yards	501	SY	\$ _____	\$ _____
02623.1-c	1001 – 2000 Square Yards	1001	SY	\$ _____	\$ _____
02623.1-d	>2000 Square Yards	2001	SY	\$ _____	\$ _____

TOTAL AMOUNT FOR COMPARISON OF BIDS \$ _____

Bids shall include all applicable taxes and fees. The prices bid herein shall include all labor, materials, equipment, and incidentals necessary to construct all items in place, including installation and testing of equipment, complete and ready for operation, all in accordance with the plans and specifications.

Notes:

1. Bid shall include all Federal, State, County and other applicable taxes.
2. The TOTAL AMOUNT FOR COMPARISON OF BIDS will be used to determine the lowest responsible bidder.
3. Bidders must complete all unit prices and amounts. Failure to do so may be grounds for rejection of bid.
4. In case of a discrepancy between unit price and the total in said bid, the unit price shall prevail.
5. The State reserves the right to reject any or all Proposals and to waive any defects in the best interest of the State.
6. Submission of a Proposal is a warranty that the bidder has made an examination of the project site and is fully aware of all conditions to be encountered in performing the work and the requirements of the plans and specifications.
7. The bidder’s attention is directed to Section 2.11 – BID SECURITY and Section 2.24 – REQUIREMENTS OF CONTRACT BONDS of the “General Provisions” as amended by the Special Provisions.
8. Bidders shall be paid for actual work performed as directed by the Engineer for allowance items. Bidder will not be paid overhead and profit for unused allowance funds.

9. If the lowest TOTAL AMOUNT FOR COMPARISON OF BIDS is less than, or approximately equal to the funds available for this project, an award will be made to the lowest responsible bidder.
10. If the project exceeds the funds available, the State reserves the right to negotiate with the lowest responsible bidder as permitted under Section 103D-302, Hawaii Revised Statutes, to further reduce the scope of work and award a contract thereafter.

SURETY BID BOND

Bond No. _____

KNOW ALL BY THESE PRESENTS:

That we, _____
(Full name or legal title of offeror)

as Offeror, hereinafter called the Principal, and

(Name of bonding company)

as Surety, hereinafter called Surety, a corporation authorized to transact business as a Surety in the State of Hawaii, are held and firmly bound unto

(State/county entity)

as Owner, hereinafter called Owner, in the penal sum of

(Required amount of bid security)

Dollars (\$ _____), lawful money of the United States of America, for the payment of which sum well and truly to be made, the said Principal and the said Surety bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS:

The Principal has submitted an offer for _____

(Project by number and brief description)

NOW, THEREFORE:

The condition of this obligation is such that if the Owner shall reject said offer, or in the alternate, accept the offer of the Principal and the Principal shall enter into a contract with the Owner in accordance with the terms of such offer, and give such bond or bonds as may be specified in the solicitation or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof as specified in the solicitation then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed this _____ day of _____, _____

(Seal) _____
Name of Principal (Offeror)

Signature

Title

(Seal) _____
Name of Surety

Signature

Title

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HONOLULU, HAWAII

SAMPLE FORMS

C O N T R A C T

THIS AGREEMENT, made this _____ day of _____, 2021 by and between the STATE OF HAWAII, by its Director of Transportation, hereinafter referred to as “STATE”, and _____, whose business/post office address is _____ hereinafter referred to as “CONTRACTOR”;

WITNESSETH: That for and in consideration of the payments hereinafter mentioned, the CONTRACTOR hereby covenants and agrees with the STATE to complete in place, furnish, and pay for all labor, supplies, materials, equipment and services called for in such quantities as requested by the STATE, and the STATE agrees to pay for same at the unit prices set forth in the attached proposal schedule for the project entitled:

“PROJECT_NAME_AND_NO” in lawful money, but not more than such sum as is actually earned according to STATE’s determination of the actual quantities of work performed and materials furnished by CONTRACTOR at the unit prices set forth in said attached proposal schedule, for which payment shall be made by purchase orders issued from time to time by the STATE during the term of this contract since Section 103D-309, Hawaii Revised Statutes, as amended, does not require the State of Hawaii Comptroller’s certificate for price-term, open-end, or requirements contracts under which the total amount to be paid CONTRACTOR cannot be accurately estimated at the time the contract is awarded.

All work to be performed and materials to be furnished shall be in accordance with the specifications, the special provisions and plans, if any, the notice to bidders, the instructions to bidders and proposal for “PROJECT_NAME_AND_NO”, on file in the office of the Director of Transportation. These documents, together with all alterations, amendments, additions thereto and deductions therefrom, are attached hereto or incorporated herein by reference and made a part of this contract.

The CONTRACTOR hereby covenants and agrees to furnish, perform and/or deliver all labor, supplies, materials, equipment as provided herein for a period of THIRTY-SIX (36) MONTHS from the date indicated in the notice to proceed from the STATE, subject to the terms specified in the specifications.

All words used herein in the singular number shall extend to and include the plural. All words used in the plural number shall extend to and include the singular. The use of any gender shall extend to and include all genders.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be duly executed the day and year first above written.

STATE OF HAWAII

Director of Transportation

(CONTRACTOR)

Signature

Print name

Title

Date

(Seal)

PERFORMANCE BOND (SURETY)
(6/21/07)

KNOW TO ALL BY THESE PRESENTS:

That _____,
(Full Legal Name and Street Address of Contractor)

as Contractor, hereinafter called Principal, and _____

(Name and Street Address of Bonding Company)

as Surety, hereinafter called Surety, a corporation(s) authorized to transact business as a
surety in the State of Hawaii, are held and firmly bound unto the _____,
(State/County Entity)

its successors and assigns, hereinafter called Obligee, in the amount of _____

_____ DOLLARS (\$ _____), to which payment Principal and Surety bind themselves,
their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by
these presents.

WHEREAS, the above-bound Principal has signed a Contract with Obligee on
_____, for the following project: _____

hereinafter called Contract, which Contract is incorporated herein by reference and made a part
hereof.

NOW THEREFORE, the condition of this obligation is such that:

If the Principal shall promptly and faithfully perform, and fully complete the Contract in
strict accordance with the terms of the Contract as said Contract may be modified or amended
from time to time; then this obligation shall be void; otherwise to remain in full force and effect.

Surety to this Bond hereby stipulates and agrees that no changes, extensions of time, alterations, or additions to the terms of the Contract, including the work to be performed thereunder, and the specifications or drawings accompanying same, shall in any way affect its obligation on this bond, and it does hereby waive notice of any such changes, extensions of time, alterations, or additions, and agrees that they shall become part of the Contract.

In the event of Default by the Principal, of the obligations under the Contract, then after written Notice of Default from the Oblige to the Surety and the Principal and subject to the limitation of the penal sum of this bond, Surety shall remedy the Default, or take over the work to be performed under the Contract and complete such work, or pay moneys to the Oblige in satisfaction of the surety's performance obligation on this bond.

Signed this _____ day of _____, _____.

(Seal)

Name of Principal (Contractor)

*

Signature

Title

(Seal)

Name of Surety

*

Signature

Title

***ALL SIGNATURES MUST BE ACKNOWLEDGED
BY A NOTARY PUBLIC**

PERFORMANCE BOND

KNOW TO ALL BY THESE PRESENTS:

That we, _____
(full legal name and street address of Contractor)

as Contractor, hereinafter called Contractor, is held and firmly bound unto the

(State/County entity)

its successors and assigns, as Obligee, hereinafter called Obligee, in the amount

(Dollar amount of Contract) DOLLARS \$ _____),

lawful money of the United States of America, for the payment of which to the said Obligee, well and truly to be made, Contractor binds itself, its heir, executors, administrators, successors and assigns, firmly by these presents. Said amount is evidenced by:

- Legal Tender;**
- Share Certificate** unconditionally assigned to or made payable at sight to
Description: _____;
- Certificate of Deposit**, No. _____, dated _____ issued
by _____ drawn on _____ a bank, savings
institution or credit union insured by the Federal Deposit Insurance Corporation or the
National Credit Union Administration, payable at sight or unconditionally assigned to
_____;
- Cashier's Check** No. _____, dated _____
drawn on _____ a
bank, savings institution or credit union insured by the Federal Deposit Insurance
Corporation or the National Credit Union Administration, payable at sight or
unconditionally assigned to _____;
- Teller's Check** No. _____, dated _____
drawn on _____ a
bank, savings institution or credit union insured by the Federal Deposit Insurance
Corporation or the National Credit Union Administration, payable at sight or
unconditionally assigned to _____;
- Treasurer's Check** No. _____, dated _____
drawn on _____ a
bank, savings institution or credit union insured by the Federal Deposit Insurance
Corporation or the National Credit Union Administration, payable at sight or
unconditionally assigned to _____;
- Official Check** No. _____, dated _____
drawn on _____ a
bank, savings institution or credit union insured by the Federal Deposit Insurance
Corporation or the National Credit Union Administration, payable at sight or
unconditionally assigned to _____;
- Certified Check** No. _____, dated _____
accepted by a bank, savings institution or credit union insured by the Federal Deposit
Insurance Corporation or the National Credit Union Administration, payable at sight or
unconditionally assigned to _____;

WHEREAS:

The Contractor has by written agreement dated _____ entered into a contract with Obligee for the following Project: _____

hereinafter called Contract, which Contract is incorporated herein by reference and made a part hereof.

NOW THEREFORE,

The Condition of this obligation is such that, if Contractor shall promptly and faithfully perform the Contract in accordance with, in all respects, the stipulations, agreements, covenants and conditions of the Contract as it now exists or may be modified according to its terms, and shall deliver the Project to the Obligee, or to its successors or assigns, fully completed as in the Contract specified and free from all liens and claims and without further cost, expense or charge to the Obligee, its officers, agents, successors or assigns, free and harmless from all suits or actions of every nature and kind which may be brought for or on account of any injury or damage, direct or indirect, arising or growing out of the doing of said work or the repair or maintenance thereof or the manner of doing the same or the neglect of the Contractor or its agents or servants or the improper performance of the Contract by the Contractor or its agents or servants or from any other cause, then this obligation shall be void; otherwise it shall be and remain in full force and effect.

AND IT IS HEREBY STIPULATED AND AGREED that suit on this bond may be brought before a court of competent jurisdiction without a jury, and that the sum or sums specified in the said Contract as liquidated damages, if any, shall be forfeited to the Obligee, its successors or assigns, in the event of a breach of any, or all, or any part of, covenants, agreements, conditions, or stipulations contained in the Contract or in this bond in accordance with the terms thereof.

The amount of this bond may be reduced by and to the extent of any payment or payments made in good faith hereunder.

Signed and sealed this _____ day of _____, _____.

(Seal) _____
Name of Contractor

Signature*

Title

*ALL SIGNATURES MUST BE ACKNOWLEDGED
BY A NOTARY PUBLIC

LABOR AND MATERIAL PAYMENT BOND (SURETY)
(6/21/07)

KNOW TO ALL BY THESE PRESENTS:

That _____,
(Full Legal Name and Street Address of Contractor)

as Contractor, hereinafter called Principal, and _____

(Name and Street Address of Bonding Company)

as Surety, hereinafter called Surety, a corporation(s) authorized to transact business as a surety in the State of Hawaii, are held and firmly bound unto the _____,
(State/County Entity)

its successors and assigns, hereinafter called Obligee, in the amount of _____

_____ Dollars (\$ _____), to which payment Principal and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the above-bound Principal has signed Contract with the Obligee on _____ for the following project: _____

hereinafter called Contract, which Contract is incorporated herein by reference and made a part hereof.

NOW THEREFORE, the condition of this obligation is such that if the Principal shall promptly make payment to any Claimant, as hereinafter defined, for all labor and materials supplied to the Principal for use in the performance of the Contract, then this obligation shall be void; otherwise to remain in full force and effect.

1. Surety to this Bond hereby stipulates and agrees that no changes, extensions of time, alterations, or additions to the terms of the Contract, including the work to be performed thereunder, and the specifications or drawings accompanying same, shall in any way affect its obligation on this bond, and it does hereby waive notice of any such changes, extensions of time, alterations, or additions, and agrees that they shall become part of the Contract.

2. A "Claimant" shall be defined herein as any person who has furnished labor or materials to the Principal for the work provided in the Contract.

Every Claimant who has not been paid amounts due for labor and materials furnished for work provided in the Contract may institute an action against the Principal and its Surety on this bond at the time and in the manner prescribed in Section 103D-324, Hawaii Revised Statutes, and have the rights and claims adjudicated in the action, and judgment rendered thereon; subject to the Obligee's priority on this bond. If the full amount of the liability of the Surety on this bond is insufficient to pay the full amount of the claims, then after paying the full amount due the Obligee, the remainder shall be distributed pro rata among the claimants.

Signed this _____ day of _____, _____.

(Seal)

Name of Principal (Contractor)

*

Signature

Title

(Seal)

Name of Surety

*

Signature

Title

***ALL SIGNATURES MUST BE ACKNOWLEDGED
BY A NOTARY PUBLIC**

LABOR AND MATERIAL PAYMENT BOND

KNOW ALL BY THESE PRESENTS:

That we, _____
(full legal name and street address of Contractor)
as Contractor, hereinafter called Contractor, is held and firmly bound unto _____
(State/County entity)
its successors and assigns, as Obligee, hereinafter called Obligee, in the amount
_____ DOLLARS (\$ _____),
(Dollar amount of Contract)

lawful money of the United States of America, for the payment of which to the said Obligee, well and truly to be made, Contractor binds itself, its heir, executors, administrators, successors and assigns, firmly by these presents. Said amount is evidenced by:

- Legal Tender;**
- Share Certificate** unconditionally assigned to or made payable at sight to _____
Description: _____
- Certificate of Deposit, No.** _____, dated _____
issued by _____
drawn on _____
a bank, savings institution or credit union insured by the Federal Deposit Insurance Corporation or the National Credit Union Administration, payable at sight or unconditionally assigned to _____;
- Cashier's Check No.** _____, dated _____
drawn on _____
a bank, savings institution or credit union insured by the Federal Deposit Insurance Corporation or the National Credit Union Administration, payable at sight or unconditionally assigned to _____;
- Teller's Check No.** _____, dated _____
drawn on _____
a bank, savings institution or credit union insured by the Federal Deposit Insurance Corporation or the National Credit Union Administration, payable at sight or unconditionally assigned to _____;
- Treasurer's Check No.** _____, dated _____
drawn on _____
a bank, savings institution or credit union insured by the Federal Deposit Insurance Corporation or the National Credit Union Administration, payable at sight or unconditionally assigned to _____;
- Official Check No.** _____, dated _____
drawn on _____
a bank, savings institution or credit union insured by the Federal Deposit Insurance Corporation or the National Credit Union Administration, payable at sight or unconditionally assigned to _____;
- Certified Check No.** _____, dated _____
accepted by a bank, savings institution or credit union insured by the Federal Deposit Insurance Corporation or the National Credit Union Administration, payable at sight or unconditionally assigned to _____;

WHEREAS:

The Contractor has by written agreement dated _____ entered into a contract with Obligeo for the following Project: _____

hereinafter called Contract, which Contract is incorporated herein by reference and made a part hereof.

NOW THEREFORE,

The condition of this obligation is such that, if Contractor shall promptly and faithfully perform the Contract in accordance with, in all respects, the stipulations, agreements, covenants and conditions of the Contract as it now exists or may be modified according to its terms, free from all liens and claims and without further cost, expense or charge to the Obligeo, its officers, agents, successors or assigns, free and harmless from all suits or actions of every nature and kind which may be brought for or on account of any injury or damage, direct or indirect, arising or growing out of the doing of said work or the repair or maintenance thereof or the manner of doing the same or the neglect of the Contractor or its agents or servants or the improper performance of the Contract by the Contractor or its agents or servants or from any other cause, then this obligation shall be void; otherwise it shall be and remain in full force and effect.

AND IT IS HEREBY STIPULATED AND AGREED that suit on this bond may be brought before a court of competent jurisdiction without a jury, and that the sum or sums specified in the said Contract as liquidated damages, if any, shall be forfeited to the Obligeo, its successors or assigns, in the event of a breach of any, or all, or any part of, covenants, agreements, conditions, or stipulations contained in the Contract or in this bond in accordance with the terms thereof.

AND IT IS HEREBY STIPULATED AND AGREED that this bond shall inure to the benefit of any and all persons entitled to file claims for labor performed or materials furnished in said work so as to give any and all such persons a right of action as contemplated by Sections 103D-324(d) and 103D-324(e), Hawaii Revised Statutes.

The amount of this bond may be reduced by and to the extent of any payment or payments made in good faith hereunder, inclusive of the payments of mechanics' liens which may be filed of record against the Project, whether or not claim for the amount of such lien be presented under and against this bond.

Signed this _____ day of _____,

(Seal) _____
Name of Contractor

* _____
Signature

Title

***ALL SIGNATURES MUST BE
ACKNOWLEDGED BY A NOTARY PUBLIC**

CHAPTER 104, HRS COMPLIANCE CERTIFICATE

The undersigned bidder does hereby certify to the following:

1. Individuals engaged in the performance of the contract on the job site shall be paid:
 - A. Not less than the wages that the director of labor and industrial relations shall have determined to be prevailing for corresponding classes of laborers and mechanics employed on public works projects; and
 - B. Overtime compensation at one and one-half times the basic hourly rate plus fringe benefits for hours worked on Saturday, Sunday, or a legal holiday of the State or in excess of eight hours on any other day.

2. All applicable laws of the federal and state governments relating to workers' compensation, unemployment compensation, payment of wages, and safety shall be fully complied with.

DATED at Honolulu, Hawaii, this _____ day of _____, 20__.

«CONTRACTOR»
Name of Corporation, Partnership, or Individual

Signature and Title of Signer

Notary Seal
NOTARY ACKNOWLEDGEMENT

Subscribed and sworn before me this _____ day of _____
Notary signature _____
Notary public, State of _____
My Commission Expires: _____

Notary Seal
NOTARY CERTIFICATION

Doc. Date: _____ #Pages: _____
Notary Name: _____ Circuit _____
Doc. Description: _____

Notary signature _____
Date _____

**CERTIFICATION OF COMPLIANCE
FOR
EMPLOYMENT OF STATE RESIDENTS
HRS CHAPTER 103B, AS AMENDED BY ACT 192, SLH 2011**

Project Title: _____

Agency Project No: _____

Contract No.: _____

As required by Hawai'i Revised Statutes Chapter 103B, as amended by Act 192, Session Laws of Hawaii 2011--Employment of State Residents on Construction Procurement Contracts, I hereby certify under oath, that I am an officer of _____ and
(Name of Contractor or Subcontractor Company)
for the Project Contract indicated above, _____ was in
(Name of Contractor or Subcontractor Company)
compliance with HRS Chapter 103B, as amended by Act 192, SLH 2011, by employing a workforce of which not less than eighty percent are Hawai'i residents, as calculated according to the formula in the solicitation, to perform this Contract.

I am an officer of the **Contractor** for this contract.

I am an officer of a **Subcontractor** for this contract.

CORPORATE SEAL

(Name of Company)

(Signature)

(Print Name)

(Print Title)

Subscribed and sworn to me before this
____ day of _____, 2011.

Doc. Date: _____ # of Pages _____ 1st Circuit

Notary Name: _____

Doc. Description: _____

Notary Public, 1st Circuit, State of Hawai'i
My commission expires: _____

Notary Signature

Date

NOTARY CERTIFICATION