

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS**

**ADDENDUM NO. 1
FOR
REPAVE RUNWAY 8-26
AT KAWAIHAPAI AIRFIELD
WAIALUA, OAHU, HAWAII
STATE PROJECT NO. AO2022-01
AIP PROJECT NO. 3-15-0018-###**

MARCH 24, 2026

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

A. NOTICE TO BIDDERS

1. Prospective bidders are **hereby notified** that receiving of bids, scheduled for **March 27, 2026, at 2:00 p.m., Hawaii Standard Time (HST)**, is **HEREBY POSTPONED** until **April 6, 2026, at 2:00 p.m., HST**.

The attached **NOTICE TO BIDDERS** dated r3/24/26 shall be incorporated and made a part of the **NOTICE TO BIDDERS**.

B. TABLE OF CONTENTS

1. Delete **TABLE OF CONTENTS** dated February 2026, in its entirety, and replace it with attached **TABLE OF CONTENTS** dated r3/24/26.

C. PROPOSAL

- 1 Delete **PROPOSAL** and **PROPOSAL SCHEDULE** in its entirety, and replace it with the attached **PROPOSAL** and **PROPOSAL SCHEDULE** dated r3/24/26.

D. PART 0.D - SPECIAL PROVISIONS

1. Delete **SPECIAL PROVISIONS** dated February 2026, in its entirety, and replace it with attached **SPECIAL PROVISIONS** dated r3/24/26.

E. PART II – TECHNICAL PROVISIONS

1. Delete **SECTION 01000 – DESCRIPTION OF WORK**, dated February 2026, in its entirety, and replace it with attached **SECTION 01000 – DESCRIPTION OF WORK** dated r3/24/26.
2. Add and make a part of **SPECIFICATIONS, SECTION 01000 – DESCRIPTION OF WORK, CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), APPENDIX A- FIGURES** the attached sheet **G-402 PHASING PLAN – PHASE 2**, dated r3/24/26.
3. Delete **SECTION 02101 – PREPARATION/REMOVAL OF EXISTING PAVEMENTS** dated February 2026, in its entirety, and replace it with attached **SECTION 02101 – PREPARATION/REMOVAL OF EXISTING PAVEMENTS** dated r3/24/26.

F. PLANS

1. Delete **PLAN SHEET NO. C-101, GENERAL NOTES**, dated February 2026, and replace it with attached **PLAN SHEET NO. ADD 1 C-101, GENERAL NOTES**, dated r3/24/26.
2. Delete **PLAN SHEET NO. C-304, PAVEMENT SECTIONS AND DETAILS**, dated February 2026, and replace it with attached **PLAN SHEET NO. ADD 1 C-304, PAVEMENT SECTIONS AND DETAILS**, dated r3/24/26.

The following is provided for information.

G. PRE-BID MEETING MINUTES

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

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

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

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



CURT T. OTAGURO
Deputy Director of Transportation for Airports

NOTICE TO BIDDERS
Hawaii Revised Statutes (HRS),
Chapter 103D

The receiving of bids for **REPAVE RUNWAY 8-26 AT KAWAIHAPAI AIRFIELD, WAIALUA, OAHU, HAWAII, STATE PROJECT NO. AO2022-01, AIP PROJECT NO. 3-15-0018-###**, will begin as of the HiePRO Release Date. Bidders shall register and submit complete bids through HiePRO only. Refer to the following HiePRO link for important information on Vendor Registration: <https://hiepro.ehawaii.gov/welcome.html>.

The solicitation plans, specifications, proposal, and additional documents designated or incorporated by reference shall be available in HiePRO.

HiePRO OFFER DUE DATE & TIME scheduled for March 27, 2026, at 2:00 p.m., Hawaii Standard Time (HST), is **HEREBY POSTPONED** until **April 6, 2026**, at 2:00 p.m., HST. Bidders shall submit and **upload the complete proposal to HiePRO** prior to the offer due date and time. Proposals received after said due date and time shall not be considered. Any additional support documents explicitly designated as **confidential and/or proprietary** shall be uploaded as a **separate file** to HiePRO. Bidders shall not include confidential and/or proprietary documents as part of their proposal. The record of each bidder and their respective proposal shall be open to public inspection. **FAILURE TO UPLOAD THE PROPOSAL TO HiePRO SHALL BE GROUNDS FOR REJECTION.**



CURT T. OTAGURO
Deputy Director of Transportation for Airports

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**PROPOSAL TO THE
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION**

PROJECT: **REPAVE RUNWAY 8-26
AT KAWAIHAPAI AIRFIELD
WAIALUA, OAHU, HAWAII**

STATE PROJECT NO.: **AO2022-01**

AIP PROJECT NO.: **3-15-0018-###**

COMPLETION TIME: NINETY (90) calendar days for pre-construction activities followed by;

NINETY (90) additional calendar days for construction activities, whereby;

All work under this contract shall be completed no later than March 31, 2027. Refer to Section 01000 – Description of Work, Paragraph 1.07 Hours of Work, Subparagraph C.

DBE PROJECT GOAL: None specified

LIQUIDATED DAMAGES: Refer to Special Provisions Section 8.8

STATE PROJECT MANAGER: MAYBELLE LEE
400 RODGERS BLVD, 7TH FLOOR
HONOLULU, HI 96819
EMAIL: MAYBELLE.P.LEE@HAWAII.GOV
PHONE NO.: (808) 838-8890

ELECTRONIC SUBMITTAL: **Bidders shall submit and upload the complete proposal to HiePRO prior to the bid opening date and time. Any additional support documents explicitly designated as confidential and/or proprietary shall be uploaded as a separate file to HiePRO. See SPECIAL PROVISIONS 2.8 PREPARATION AND DELIVERY OF BID for complete details. FAILURE TO UPLOAD THE COMPLETE PROPOSAL TO HiePRO SHALL BE GROUNDS FOR REJECTION OF THE BID.**

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.
4. It will not maintain for its employees any segregated facilities at any of its establishments.
5. Does not and will not permit its employees to perform their services at any location under its control, where segregated facilities are maintained.

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. Unless amended by Special Provision, 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: Hawaii Standard Specifications for Road and Bridge Construction, 2005, and/or the General Provisions for Construction Projects for AIR and WATER Transportation Facilities Division dated 2016, as applicable, the Notice to Bidders, Special Provisions, Proposal, Contract, Bond Forms, and Project Plans.

In accordance with Section 103D-323, Hawaii Revised Statutes, this proposal is accompanied with a bid security in the amount of 5% of the total amount bid, 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 Subcontractor or Joint Contractor and the nature of work to be done by each on the following page. 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.

SUBCONTRACTOR LISTING
(Attach additional sheets if necessary.)

	NAME OF FIRM	NATURE OF WORK
SUBCONTRACTOR:		
1.	_____	_____
	1a ¹ . _____	_____
2.	_____	_____
	2a. _____	_____
3.	_____	_____
	3a. _____	_____
4.	_____	_____
	4a. _____	_____
5.	_____	_____
	5a. _____	_____
6.	_____	_____
	6a. _____	_____
7.	_____	_____
	7a. _____	_____

NOTES:

The Name of Firm and Nature of Work shall be indicated for all listed firms. The Bidder must adequately and unambiguously disclose the unique nature and scope of the work to be performed by each Sub- or Joint Contractor.

For each listed firm, the Bidder declares the respective firm is a Sub- or Joint Contractor and subject to evaluation as a Sub- or Joint Contractor.

¹ Second tier subcontractors

JOINT CONTRACTOR LISTING
(Attach additional sheets if necessary.)

	NAME OF FIRM	NATURE OF WORK
JOINT CONTRACTOR:		
1.	_____	_____
	1a ¹ . _____	_____
2.	_____	_____
	2a. _____	_____
3.	_____	_____
	3a. _____	_____
4.	_____	_____
	4a. _____	_____
5.	_____	_____
	5a. _____	_____
6.	_____	_____
	6a. _____	_____
7.	_____	_____
	7a. _____	_____

NOTES:

The Name of Firm and Nature of Work shall be indicated for all listed firms. The Bidder must adequately and unambiguously disclose the unique nature and scope of the work to be performed by each Sub- or Joint Contractor.

For each listed firm, the Bidder declares the respective firm is a Sub- or Joint Contractor and subject to evaluation as a Sub- or Joint Contractor.

¹ Second tier joint contractors

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)

Authorized Signature

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.

**REPAVE RUNWAY 8-26
AT KAWAIHAPAI AIRFIELD
WAIALUA, OAHU, HAWAII
STATE PROJECT NO. AO2022-01
AIP PROJECT NO. 3-15-0018-###**

PROPOSAL SCHEDULE

Item No.	Description	Approx. Quantity	Unit	Unit Price	Total
01100.1	Contractor Quality Control Program	L.S.	L.S.	L.S.	\$ _____
01100.2	CQCP QC/QA Workshop with Subject Matter Expert	ALLOW.	ALLOW.	ALLOW.	\$ 25,000
01105.1	Mobilization (Not to exceed 10% of sum of all items, excluding this item and all allowances)	L.S.	L.S.	L.S.	\$ _____
01533.1	Temporary Barricades and Facilities – All Phases	L.S.	L.S.	L.S.	\$ _____
01561.1	Construction Site Pollution Controls	L.S.	L.S.	L.S.	\$ _____
01562.1	Additional Management of Contaminated Media, Soil Disposal, and Soil Reuse	ALLOW	ALLOW	ALLOW	\$ 50,000
01565.1	Security Measures	L.S.	L.S.	L.S.	\$ _____
01900.1	Project Survey and Stakeout	L.S.	L.S.	L.S.	\$ _____
02101.1	Cold Milling – Full Depth (Variable 3.5” to 4”)	41,833	S.Y.	\$ _____	\$ _____
02401.1	Asphalt Mix Pavement Surface Course	9,761	Ton	\$ _____	\$ _____
02602.1	Emulsified Asphalt Prime Coat	12,550	Gallon	\$ _____	\$ _____
02603.1	Emulsified Asphalt Tack Coat	40	Gallon	\$ _____	\$ _____
02608.1	Rapid Cure Seal Coat	850	S.Y.	\$ _____	\$ _____
02620.1	Runway Markings (Temporary)	29,800	S.F.	\$ _____	\$ _____
02620.2	Runway Markings (Permanent)	29,800	S.F.	\$ _____	\$ _____
TOTAL AMOUNT FOR COMPARISON OF BIDS					\$ _____

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 and fees.
2. The TOTAL AMOUNT FOR COMPARISON OF BIDS shall be used to determine the lowest, responsive, responsible bidder.
3. Bidders shall complete all unit prices and amounts. Failure to do so shall be grounds for rejection of Bid.
4. If a discrepancy occurs between the unit price and the total, the unit price shall govern.

5. The State reserves the right to reject any or all Bids and to waive any defects in said Bids in the best interest of the State.
6. Submission of a Bid 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 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 TOTAL AMOUNT FOR COMPARISON OF BIDS exceeds the funds available for the project, then the State reserves the right to negotiate with the lowest, responsive, responsible bidder as permitted under Section 103D-302, Hawaii Revised Statutes (HRS), to further reduce the scope of work and award a contract thereafter.
10. **Bidders shall submit and upload the complete proposal to HIePRO prior to the bid opening date and time. Proposals received after said due date and time shall not be considered. Any additional supporting documents explicitly designated as confidential and/or proprietary shall be uploaded as a separate file to HIePRO. Do not include confidential and/or proprietary documents with the proposal. The record of each bidder and respective bid shall be open to public inspection. Original (wet ink, hard copy) proposal documents are not required to be submitted. Contract award shall be based on evaluation of proposals submitted and uploaded to HIePRO.**

**FAILURE TO UPLOAD THE COMPLETE PROPOSAL TO HIePRO SHALL BE
GROUNDS FOR REJECTION OF THE BID.**

If there is a conflict between the specification document and the HIePRO solicitation, the specifications shall govern and control unless otherwise specified.

SUPPLEMENT TO PROPOSAL SCHEDULE

The Department recognizes that certain items of material to be incorporated into the project and/or consumed in the prosecution of the project are temporarily in short supply and beyond the control and without the fault of the Contractor. The effect of such shortages has, among other things, resulted in periodic fluctuations in the posted prices of such short supply materials, thereby making the proposal difficult for the Contractor to bid with confidence.

The only materials considered to be in short supply are asphalt cement, portland cement, reinforcing steel, structural steel and galvanized steel.

Each bidder shall submit with the proposal a written statement from the supplier of each short supply material indicating the supplier's current posted price, effective date of that price and the location of the material at that posted price (by island).

If the price of such short supply material is increased or decreased by more than 5% by the supplier prior to the completion of that contract item requiring the short supply material, the Contractor shall submit to the Department a written statement from the supplier indicating the effective date and changed price the Contractor will thereafter be charged for such short supply material. The Contractor shall also obtain whenever possible, quotations for furnishing the material from other available local suppliers. The quotations shall be obtained sufficiently in advance of the need for the material to allow review by the Department so as not to delay the work. The Contractor's request to the Department for adjusted compensation due to such changed prices will be computed only with prices in effect at the time of delivery. Only the lowest quotation obtained will be accepted by the Department. Transportation, handling, loading, processing and other similar costs will not be subject to adjusted compensation.

No adjustment to the unit bid prices will be made when the increase or decrease in the price of the short material is less than 5% of the original posted price.

If the adjustment to the unit bid price is decreased in the price of the short supply material by more than 5% of the original posted price, the State will be credited. The Contractor shall notify the State within five (5) working days in the event of such an occurrence.

When an adjustment in price is made in accordance with this section, the adjustment will be allowed only so long as the purchase price remains more or less than 5% of the original posted price.

If an increase in the price of any short supply material exceeds or is scheduled to exceed 5% of the original posted price, the Contractor must notify the State within five (5) working days before using the short supply material. Upon receipt of such notification from the Contractor, the State will direct the Contractor to either (1) authorize work to proceed as usual with the assurance that the indicated incremental price increase above the

5% will be compensable, (2) issue such change orders as the State may deem necessary to reduce further requirements of the short supply material which is to be paid at the increase price, or (3) if the material is considered to have priced itself beyond reason or beyond what the State can pay, the State may order cessation of further use of such short supply material on the project. Such notification by the Contractor will be required at each instance of incremental price increase above the 5% limit. If the Contractor fails to notify the State of any such incremental price increase within five (5) working days before using the short supply material and continues to utilize the short supply material on the project, the State will not be responsible for payment for the incremental cost increase of which the State was not forewarned.

Computation for the adjusted compensation will be as follows:

(A) Portland Cement

If, X = Adjustment per cubic yard of concrete,

P = Portland cement content of the approved mix design expressed in hundredweight per cubic yard of concrete,

Q = Increase or decrease in the price of portland cement in dollars per hundredweight,

Then, $X = QP$

Example: Posted price of Portland cement increases from \$1.40 to \$1.70 per cwt. and the hundredweight (cwt) of concrete is 5.6 cwt per c.y., then the adjustment will be:

$$\begin{aligned}
 \$1.70 - \$1.40 &= \$0.30 \\
 (\$1.40) \times (5\%) &= \$0.07 \\
 \$0.30 - \$0.07 &= \$0.23 \\
 X &= (\$0.23) \times (5.6) \\
 &= \$1.29 \text{ per c.y. of concrete}
 \end{aligned}$$

(B) Asphalt Cement

If, X = Adjustment per ton of mix,

P = Asphalt cement content, expressed in percentage of dry weight of the aggregates, as determined and accepted by the Department for each of the design plant mixes,

Q = Increase or decrease in the price of asphalt cement, in dollars per ton,

Then, $X = Q \times (P) \div (100 + P)$

Example: Posted price of asphalt concrete increases from \$70 to \$80 per ton and the asphalt content of the A.C. mix was accepted at 6.0%, then the adjustment shall be:

$$\begin{aligned} \$80.00 - \$70.00 &= \$10.00 \\ (\$70.00) \times (5\%) &= \$3.50 \\ \$10.00 - \$3.50 &= \$6.50 \\ X &= \$6.50 \times 6 / (100 + 6) \\ &= \$0.37 \text{ per ton A.C. mix} \end{aligned}$$

(C) Reinforcing Steel

If, $X =$ Adjustment for reinforcing steel,

$P =$ Weight of reinforcing steel, expressed in hundredweight,

$Q =$ Increase or decrease in the price of reinforcing steel in dollars per hundredweight,

Then, $X = QP$

Example: Posted price of grade 40 reinforcing steel increases from \$14.00 to \$15.00 per cwt and the weight of the grade 40 reinforcing steel is 80,000 pounds, then the adjustment shall be:

$$\begin{aligned} \$15.00 - \$14.00 &= \$1.00 \\ (\$14.00) \times (5\%) &= \$0.70 \\ \$1.00 - \$0.70 &= \$0.30 \\ X &= (\$0.30) \times (800) \\ &= \$240 \text{ for grade 40 reinforcing steel} \end{aligned}$$

The contractor shall submit to the Department original receipted bills covering the short supply material used on the project as soon as practicable after shipments are completed. The bills shall be accompanied by a tabulation on which the bills are listed in chronological order showing for each bill the quantity, the date shipped from the supplier's terminal and the price per unit at the place indicated in the posted price (reflecting any deductions for quantity shipments). These bills shall be subject to audit verification.

The Department reserves the right to alter the quantities of material to be furnished in accordance with the provisions of General Provisions, Article IV, Section 4.2 – CHANGES.

The Department also reserves the right, during construction, to decrease or increase the scope of work, because of limitations of funds, with no adjustment in unit prices other than that specified hereinabove.

Price increases as specified hereinabove shall not exceed the remaining unpaid balance in the contract at any point in time without prior review and approval from the State Project Manager or designated representative.

SURETY BID BOND

Bond No. _____

KNOW TO 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 _____, _____

Name of Principal (Offeror)

(Seal)

Signature

Title

Name of Surety

(Seal)

Signature

Title

**CERTIFICATION OF COMPLIANCE WITH FAA BUY AMERICAN PREFERENCE –
CONSTRUCTION PROJECTS**

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101, Build America, Buy America Act (BABA), and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e., not both) by inserting a checkmark (✓) or the letter “X”.

- ☐ Bidder or offeror hereby certifies that it will comply with 49 USC § 50101, BABA, and other related Made in America Laws, U.S. statutes, guidance, and policies of the FAA by:
- a) Only installing iron, steel, and manufactured products produced in the United States;
 - b) Only installing construction materials defined as an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives – that are or consist primarily of non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall that have been manufactured in the United States;
 - c) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
 - d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- a) To provide to the Airport Sponsor or the FAA evidence that documents the source and origin of the iron, steel, and/or manufactured product.
 - b) To faithfully comply with providing U.S. domestic products.
 - c) To furnish U.S. domestic product for any waiver request that the FAA rejects.
 - d) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
 - e) To certify that all construction materials used in the project are manufactured in the U.S.
- ☐ The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 USC § 50101(a) and BABA but may qualify for a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the bidder or offeror agrees:
- a) To submit to the Airport Sponsor within five (5) calendar days after bid opening, a formal waiver request and required documentation that supports the type of waiver being requested.

- b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
- c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
- d) To furnish U.S. domestic product for any waiver request that the FAA rejects.
- e) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 2 Waiver (Nonavailability) – The iron, steel, manufactured goods or construction materials are not available in sufficient quantity or quality in the United States. The required documentation for a Type 2 Nonavailability waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire.
- b) Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including;
- c) A description of the market research activities and methods used to identify domestically manufactured items capable of satisfying the requirement, including the timing of the research and conclusions reached on the availability of sources.

Type 3 Waiver – The cost of components and subcomponents produced in the United States is more than 60 percent of the cost of all components and subcomponents of the “facility/project”. The required documentation for a Type 3 waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire including;
- b) Listing of all manufactured products that are not comprised of 100 percent U.S. domestic content (excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).
- c) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
- d) Percentage of non-domestic component and subcomponent cost as compared to total “facility/project” component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

Type 4 Waiver (Unreasonable Costs) – Applying this provision for iron, steel, manufactured goods or construction materials would increase the cost of the overall project by more than 25 percent. The required documentation for a Type 4 Unreasonable Costs waiver is:

- a) A completed Content Percentage Worksheet and Final Assembly Questionnaire including;
- b) At minimum, two comparable equal bids and/or offers.

- c) Receipt or record that demonstrates that supplier scouting called for in Executive Order 14005 indicates that no domestic source exists for the project and/or component.
- d) Completed waiver applications for each comparable bid and/or offer.

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

Bidder (Company Name)

Signature

Date

Name and Title of Signing Official

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.

Airport Improvement Program (AIP) - A grant-in-aid program, administered by the Federal Aviation Administration (FAA).

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.

Construction Safety and Phasing Plan (CSPP) - The overall plan for safety and phasing of a construction project developed by the airport operator, or developed by the airport operator's consultant

and approved by the airport operator. It is included in the invitation for bids and becomes part of the project specifications.

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.

Federal Specifications - The federal specifications and standards, commercial item descriptions, and supplements, amendments, and indices prepared and issued by the General Services Administration.

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.

Hawaii eProcurement System (HiePRO) – The State of Hawaii eProcurement System for issuing solicitations, receiving proposals and responses, and issuing notices of award.

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.

Modification of Standards (MOS) - Any deviation from standard specifications applicable to material and construction methods in accordance with FAA Order 5300.1.

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.

Passenger Facility Charge (PFC) - Per 14 Code of Federal Regulations (CFR) Part 158 and 49 United States Code (USC) § 40117, a PFC is a charge imposed by a public agency on passengers enplaned at a commercial service airport it controls.

Pavement Structure - The combined surface course, base course(s), and subbase course(s), if any,

considered as a single unit.

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

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.

Safety Plan Compliance Document (SPCD) - Details how the Contractor will comply with the CSPP.

Sponsor - A Sponsor is defined in 49 USC § 47102(24) as a public agency that submits to the FAA for an AIP grant; or a private Owner of a public-use airport that submits to the FAA an application for an AIP grant for the airport.

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.

The definition for “Bid” is amended by deleting it and replacing it with the following:

Bid - The offer of a Bidder, on the prescribed HDOT form, to perform the work required by the proposed contract documents, for the price quoted, and within the time allotted.

2.6 EXAMINATION OF PLANS, SPECIFICATIONS, AND SITE OF WORK; PATENT

AMBIGUITIES; REQUESTS FOR CLARIFICATION is amended as follows: The fourth paragraph (line 128 to 135) shall be replaced with the following:

“(c) As specified in the Notice to Bidders, all written requests for clarification shall be posted as a question in HiePRO under the “Question and Answer” tab. All requests for clarification must be posted in HiePRO no later than March 6, 2026 at 2:00 p.m., HST.”

2.7 REQUEST FOR SUBSTITUTION OF SPECIFIED MATERIALS AND EQUIPMENT BEFORE BID OPENING is amended as follows:

1. The last sentence in the first paragraph (line 147 to 152) shall be replaced with the following:

“Where a bidder intends to use a material or equipment of an unspecified brand, make, or model, the bidder must submit a request to the Department for review and approval at the earliest date possible. As specified in the Notice to Bidders, all requests shall be posted as a question in HiePRO under the “Question and Answer” tab. All requests and supporting documents shall also be emailed to the State Project Manager specified in the Notice to Bidders. All requests must be posted in HiePRO and supporting documents must be received by the State Project Manager no later than March 6, 2026 at 2:00 p.m., HST.”

2. The first sentence in the second paragraph (line 154 to 156) shall be replaced with the following:

“It shall be the responsibility of the bidder to submit sufficient evidence based upon which a determination can be made by the Department that the alternate brand is a qualified equivalent.”

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

“Bidders shall submit and upload the complete proposal to HiePRO prior to the bid opening date and time. Proposals received after said due date and time shall not be considered. Any additional support documents explicitly designated as confidential and/or proprietary shall be uploaded as a separate file to HiePRO. Bidders shall not include confidential and/or proprietary documents with the proposal. The record of each bidder and respective bid shall be open to public inspection. Original (wet ink, hard copy) proposal documents are not required to be submitted. Contract award shall be based on evaluation of proposals submitted and uploaded to HiePRO.

FAILURE TO UPLOAD THE COMPLETE PROPOSAL TO HiePRO SHALL BE GROUNDS FOR REJECTION OF THE BID.

If there is a conflict between the specification document and the HiePRO solicitation, the specifications shall govern and control, unless otherwise specified.”

2.11 BID SECURITY is amended by deleting (a) and replacing it with:

“(a) Unless directed otherwise in the invitation for bids, each bid shall be accompanied by bid security which is intended to protect the Department against the failure or refusal of a bidder to execute the contract for the work bid or to supply the required performance and payment bonds. Bid security shall be in an amount equal to at least five percent of the base bid and additive alternates. Bid security shall be in 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.

If bidder elects options (1) or (3) above for its bid security, said bid security shall be in its original form and shall be submitted before the bid deadline to the Contract Office, Department of Transportation, Aliiimoku Hale, 869 Punchbowl Street, Room 105, Honolulu, Hawaii 96813. Original surety bid bonds do not need to be submitted to the Contracts Office. Bidders are reminded that a copy of its surety bid bond shall be included with its bid submitted and uploaded to HiePRO."

Delete 2.12 PRE-OPENING MODIFICATION OR WITHDRAWAL OF BIDS in its entirety and replace with the following:

"2.12 PRE-OPENING MODIFICATION OR WITHDRAWAL OF BIDS. Bids may be modified or withdrawn prior to the bid opening date and time. Withdrawal or revision of the proposal shall be completed and submitted and uploaded to HiePRO prior to the bid opening date and time."

2.14 PUBLIC OPENING OF BIDS is amended by deleting 2.14 PUBLIC OPENING OF BIDS in its entirety.

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 fourteen (14) calendar 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."

7.4 WORKING HOURS; NIGHT WORK is amended as follows: Paragraph shall be replaced with the following:

"7.4 Working Hours. Normal working hours shall be as shown on the Plans and CSPP."

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."

8.8 LIQUIDATED DAMAGES FOR FAILURE TO COMPLETE THE WORK OR PORTIONS OF THE WORK ON TIME: The General Provisions is hereby amended to include the following:

The schedule of liquidated damages provided in Section 8.8 of the General Provisions in these specifications shall be amended to include the following:

All work, not including airfield markings, shall be completed no later than March 31, 2027. ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.00) per calendar day shall be assessed for failure to complete all work, not including airfield markings, by March 31, 2027. Refer to Division 01000, Paragraph 1.07 (C) for work hours and Plan Sheet G-402 for night work moratorium dates.

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-IM 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.

Blasting Operations - The Contractor shall notify the Engineer at least three (3) days before performing blasting operations as to the extent and timing of such operations, so that the Control Tower and other concerned parties can be informed.

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 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-IM, Standards for Airport Markings; AC 150/5370-2G, 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-----

SECTION 01000 – DESCRIPTION OF WORK

PART 1 - GENERAL

1.01 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.

1.02 DESCRIPTION OF WORK

- A. The work to be performed under this Contract shall include furnishing and paying for all machinery, tools, equipment, labor, and materials necessary for pavement rehabilitation to Runway 8-26 at Kawaihapai Airfield, Waialua, Oahu, Hawaii, including all related work as called for on the plans and these specifications in place, complete and ready for use.

1.03 SUMMARY

- A. This Section Includes:
 - 1. Construction Safety and Phasing Plan (CSPP)
 - 2. Safety Risk Management Document (SRMD)
 - 3. Location of Work
 - 4. Hours of Work
 - 5. Vehicle Parking
 - 6. Provisions for Field Office/Storage Space
 - 7. Requirements
 - 8. Coordination
 - 9. Safety
 - 10. Operations Procedures During Work on the Runway
 - 11. Special Submittal to Support the SMS Report
 - 12. Safety Plan Compliance Document
 - 13. Permits and Forms

1.04 CONSTRUCTION SAFETY AND PHASING PLAN

- A. The Construction Safety and Phasing Plan (CSPP) is a safety document approved by the State of Hawaii Airports Division (HDOTA), Federal Aviation Administration (FAA), Air Traffic Control (ATC), Airlines, and other stakeholders.
- B. The Contractor must adhere to the project phasing, work hours, haul routes, closures, and other project specific safety procedures listed in the CSPP.
- C. The Contractor must create a Safety Plan Compliance Document (SPCD) in accordance with the most up to date FAA Advisory Circular (AC) 150/5370-2 *Operational Safety on Airports During Construction*, to detail how the Contractor will comply with the CSPP.
- D. Unless otherwise notified, the Contractor must be responsible for updating the "Points of Contact" and any other changes in the CSPP that occur after the award of the contract. Any changes to the CSPP must be reviewed and approved by HDOTA and the FAA Airport District Office (ADO).
- E. The CSPP is a part of the bid documents and must be priced accordingly by the Contractor in the contract bid.
- F. Phasing Plans included in the contract drawings shall supersede phasing plans in the SRMD.

1.05 SAFETY RISK MANAGEMENT DOCUMENT

- A. The Safety Risk Management Document (SRMD) is a safety document accepted by the HDOTA, FAA, ATC, Airlines, and other stakeholders. The SRMD is a result of a safety evaluation of the project as required by FAA Order 5200.11 *FAA Airports (ARP) Safety Management System*.
- B. The Contractor must be aware of the hazards, risks, and mitigation measures identified in the SRMD to be associated with the construction of the project.
- C. The SRMD is a part of the bid documents and the Contractor must be aware of the mitigation measures required to address the identified hazards and risks. The Contractor's cost for implementing the required mitigation measures must be priced accordingly in the contract bid.

1.06 LOCATION OF THE WORK

- A. The work to be performed under this contract is located at Kawaihapai Airfield, Waialua, Oahu, Hawaii.

- B. The General Aviation Apron, General Aviation Hangars, and Glider Hangars shall remain operational while the airfield is open. Any damages to existing areas caused by the Contractor shall be repaired by the Contractor at no cost to the State.
- C. Upon execution of the contract, the Contractor shall obtain all permits required for this project.

1.07 HOURS OF WORK

- A. Work phases and hours shall be described on the Construction Phasing plans and per the Construction Safety Phasing Plan (CSPP) document. The Contractor shall work continuously throughout the project duration. The Contractor shall apply and receive approval from the RPR in writing of all work hours. Submit a proposed construction schedule to the RPR for review and approval within 14 calendar days of the issued NTP date. The Contractor shall coordinate their schedule with the RPR if rescheduling of work or intermittent work is required, such work shall be performed at no extra cost to the State. If the Contractor elects to work overtime, compensation for State employees and for construction management consultant as authorized by the State shall be the Contractor's obligation to pay in accordance with Section 7.6 of the General Provisions.
- B. Contractor shall clean work areas at the end of each working shift. All rubbish, loose materials, etc. shall be disposed of daily. All materials shall be safely secured and stored in an area designated by the Airport Manager. The Contractor must sweep and vacuum with a sweeper truck, equipped with water sprayer and vacuum, all paved portions of haul routes and areas utilized by the construction work.
- C. All work, not including airfield markings, shall be completed no later than March 31, 2027. Due to the requirement to perform the work during the winter season, the Contractor will be expected to accelerate their schedule, as necessary, to meet the March 31, 2027 completion date. Acceleration of the schedule shall require working 7 days a week and/or 12-hours shifts.

1.08 VEHICLE PARKING

- A. Subject to availability of space and approval by the Airport Manager, parking may be made available at a designated parking area for vehicle parking. The General Contractor shall submit the parking request to the Airport Manager through the RPR for review. The RPR will verify the list against the General Contractor's approved subcontractor list and forward it to the Airport Manager for approval.

1.09 PROVISIONS FOR FIELD OFFICE/STORAGE SPACE

- A. The State will provide available space on airport property, for Contractor use. The State will issue Revocable Permits(s) to the Contractor for the use of the space, assessed at a monthly fee of \$25 for each Revocable Permit issued. The space(s) may be used for a field office, staging of materials and equipment, vehicle parking or other uses subject to the approval of the State. All spaces shall be subject to the Requirements of Specification Section 01561 – Construction Site Pollution Controls.

1.10 REQUIREMENTS

- A. The Contractor shall visit the work site and verify all conditions pertinent to the Contract he and/or she is bidding on.
- B. The Contractor is hereby informed that the project is within a controlled area close to public access, the Airports Operational Area (AOA).
- C. The Contractor shall submit Form 7460 with the FAA for equipment to be used on the project.

1.11 COORDINATION

- A. The Contractor shall coordinate the work of different trades and shall be solely responsible for fulfillment of requirements specified herein.
- B. The Contractor shall notify and schedule a coordination meeting the Military a minimum of 30 calendar days prior to the start of work. Communication between the Military will be made through HDOT-A and the CM.

1.12 SAFETY

- A. The Contractor shall take the necessary precautions to protect his workers and other personnel from injuries. The rules and regulations promulgated by the Occupational Safety and Health Acts are applicable and made part of these specifications.
- B. The Contractor shall comply with the requirements of the latest edition of FAA AC 150/5370-2, Operational Safety on Airports During Construction.
- C. Barricades and warning signs shall be erected by the Contractor in the work area to properly protect all personnel in the area.
- D. During the progress of the work, all debris, empty crates, waste, material drippings, etc., shall be removed by the Contractor at the end of each work shift, and the work area shall be left clean and orderly.
- E. Outage: Written requests for power outage shall be submitted to the Engineer at least fourteen (14) days in advance or as specified in other

sections of these specifications. Outage will be restricted to non-peak operational hours.

1.13 OPERATIONS PROCEDURES DURING WORK ON THE RUNWAY

- A. Prior to working on the runway, Contractor to ensure that when the runway is closed, barricades and lighted "X"s are installed per the CSPP.
- B. The Contractor shall schedule his and/or her work to allow sufficient time for clean up before the runway is placed back into operation.
- C. The Contractor will initiate through the RPR and Airport Manager the filing of a blanket airfield construction Notice to Airman (NOTAM) advising of:
 - 1. General information of the scheduled construction work.
 - 2. The time period (beginning and end) for the construction.
- D. The Contractor will inform the RPR when scheduled work is canceled. Generally, the Contractor will not work on the airfield when it is raining or is forecast to rain. A NOTAM should be published or cancelled when work is not scheduled.
- E. In the event of a disruption in paving operations, such as break down in the paving equipment, the Contractor must have sufficient resources available to restore the runway pavement into a safe operational runway surface by the scheduled opening time.
- F. The Contractor shall keep his and/or her work force from entering the active airfield.

1.14 SPECIAL SUBMITTAL TO SUPPORT THE SMS REPORT

- A. The Contractor is responsible to submit supporting documentations for Safety Management System (SMS) Report to the RPR, when the project is located in the airside area. Supporting documentation include, but is not limited to, project schedule, project phasing plan, barricade plan, airside area project tracking plan, laydown location, and etc. Required supporting documentation shall be in accordance with FAA AC 150/5200-37, Introduction to Safety Management System (SMS) for Airport Operators.

1.15 SAFETY PLAN COMPLIANCE DOCUMENT

- A. The Contractor shall prepare a Safety Plan Compliance Document (SPCD) in accordance with the CSPP and latest edition of FAA AC 150/5370-2, Operational Safety on Airports During Construction.
- B. The SPCD will clearly indicate how the Contractor will comply with the requirements of the project CSPP. The SPCD shall be approved by the RPR and FAA prior to issuance of the Notice to Proceed for the project.

1.16 PERMITS AND FORMS

- A. Unless otherwise notified, the Contractor must be responsible for obtaining all required permits associated with the project.
- B. National Pollutant Discharge Elimination System (NPDES) Permit
 - 1. A NPDES permit is required for the project.
 - 2. HDOT-A shall file for the NPDES permit. Upon approval from the Department of Health, the Contractor shall sign on to the permit as the Authorized Representative. The Contractor will be responsible for following and implementing the requirements of the NPDES permit.
 - 3. The Contractor shall be responsible for and implementing any changes to the NPDES permit throughout the project.
 - 4. The requirements of Specification Section 01561 – Construction Site Pollution Controls, shall apply.
- C. Special Management Area (SMA) Permit
 - 1. The project is exempt from obtaining a SMA permit.
- D. County Grading Permit
 - 1. The project is exempt from obtaining a County Grading permit.
- E. FAA Form 7460-1
 - 1. The Contractor must be responsible for filing FAA Form 7460-1 for construction equipment used in the project area, prior to the start of work.
 - 2. The average FAA review time of the FAA Form 7460-1 is 45 calendar days.

PART 2 – PRODUCTS (NOT USED)

PART 3 – EXECUTION (NOT USED)

PART 4 – MEASUREMENT AND PAYMENT

4.01 BASIS OF MEASUREMENT AND PAYMENT

- A. 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

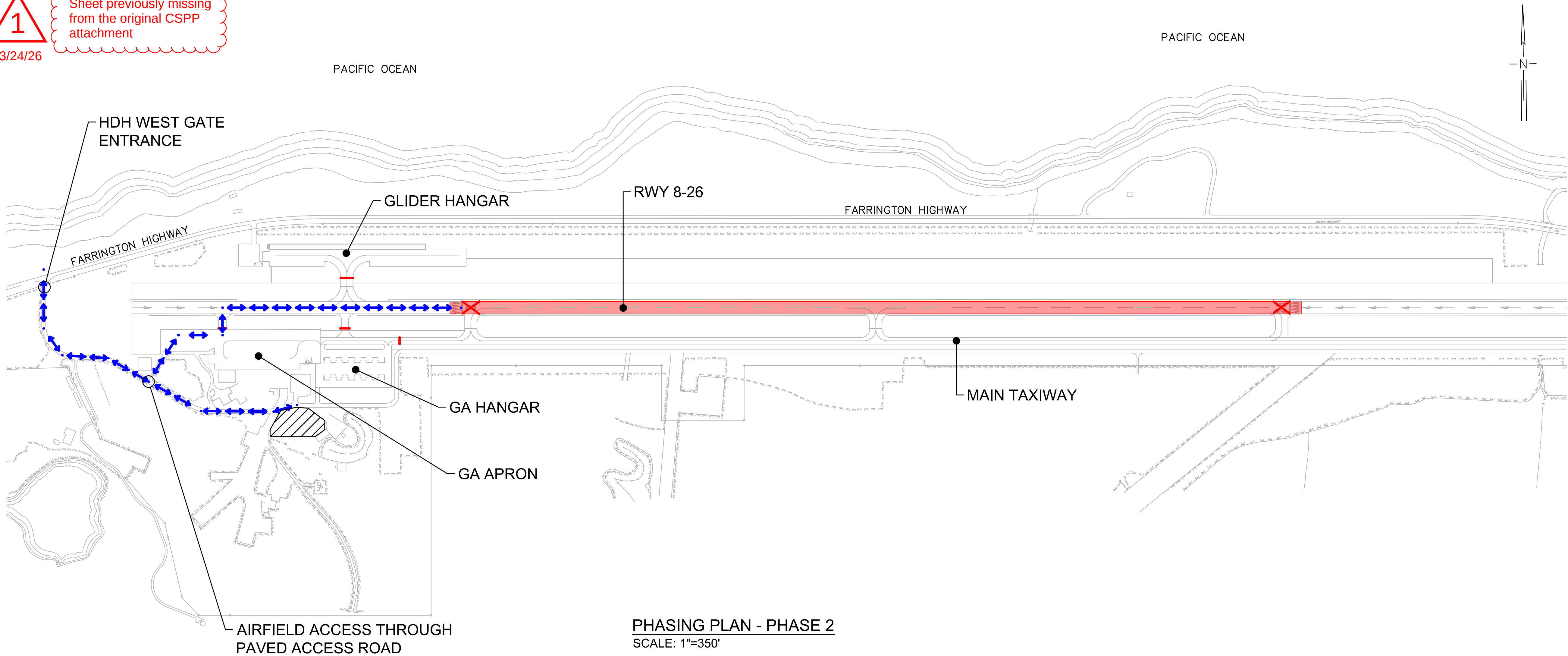
5.01 Construction Safety and Phasing Plan (CSPP)

5.02 Safety Risk Management Document (SRMD)

1

r3/24/26

Sheet previously missing
from the original CSPP
attachment



PHASING PLAN - PHASE 2
SCALE: 1"=350'

PHASE 2 - RUNWAY 8-26 PAVEMENT REHAB

DESCRIPTION

- MILL AND OVERLAY THE RUNWAY 8-26 AC PAVEMENT.
- RESTRIPING ACTIVITIES ASSOCIATED WITH THE REPAVING.

PHASE DURATION:

PAVEMENT MILL AND OVERLAY: 46 CALENDAR DAYS
PERMANENT AIRFIELD MARKINGS: 7 CALENDAR DAYS

TOTAL PHASE DURATION: 83 CALENDAR DAYS

WORK HOURS:

1900 TO 0700 HOURS HST

NOTAMS:

- HDH AIRFIELD CLOSED 1900 TO 0700 HST
- RUNWAY 8-26 CLOSED 1900 TO 0700 HST

MORATORIUM DATES:

CONSTRUCTION NIGHT WORK SHALL NOT OCCUR DURING THE SCHEDULED MORATORIUM DATES:

- SEABIRD FALLOUT SEASON - SEPTEMBER 15 THROUGH DECEMBER 15
- SEA TURTLE NESTING SEASON - APRIL 1 THROUGH DECEMBER 31

*MORATORIUM DATES SUBJECT TO CHANGE

OTHER CONCURRENT AIRPORT ACTIVITY:

IT IS ANTICIPATED THAT THERE WILL BE OTHER ACTIVE CONSTRUCTION PROJECTS ON THE AIRPORT, INCLUDING BUT NOT LIMITED TO:

- MILITARY ACTIVITIES - NOTICE TO PROCEED AND COMPLETION DATES SHALL BE SCHEDULED AROUND MILITARY ACTIVITIES.

THE CONTRACTOR IS ENCOURAGED TO COORDINATE RUNWAY CLOSURES, SHUTDOWNS, AND POSTING OF NOTAMS WITH THE

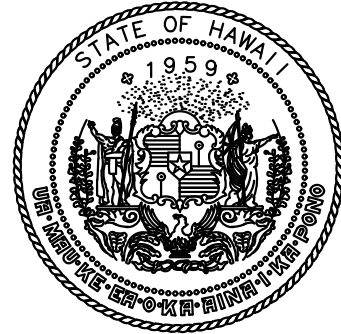
APPROVAL OF THE AIRPORT DISTRICT MANAGER.

PHASING NOTES:

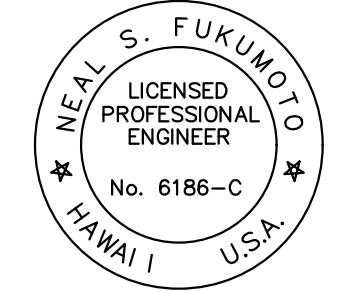
- HDOT-A TO NOTIFY THE ARMY A MINIMUM OF 14 DAYS PRIOR TO THE RUNWAY CLOSURE.
- THE CONTRACTOR IS REQUIRED TO HAVE A RADIO MONITORING PERSON (RMP) TO MONITOR THE COMMON TRAFFIC ADVISORY FREQUENCY (CTAF).
- PRIOR TO THE REOPENING OF THE RUNWAY THE CONTRACTOR MUST REQUEST AND PASS A FOD INSPECTION FROM HDH MANAGEMENT.
- PRIOR TO THE REOPENING OF THE RUNWAY EACH NIGHT, THE CONTRACTOR MUST RESTORE THE RUNWAY PAVEMENT FOR AIRCRAFT USE AND INSTALL TEMPORARY AIRFIELD MARKINGS ON THE NEW PAVEMENT.

LEGEND:

- WORK AREA
- STAGING AREA
- HAUL ROUTE
- LOW PROFILE BARRICADES
- LIGHTED "X"



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



This work was prepared by me
or under my supervision.
Exp. 04-30-26

Wesley R. Segawa & Associates, Inc.

DSGN.	DRWN.	CHKD.	APPD.
RF	RF	NF	NF

KEY PLAN / NOTES:

NO.	DATE	REVISIONS
1	3/24/26	ADDENDUM #1

CONSTRUCTION
DOCUMENTS

FEBRUARY 2026
DATE

PROJECT TITLE :

REPAVE RUNWAY 8-26

AT
KAWAIHAPAI AIRFIELD
WAIALUA, OAHU, HAWAII

PROJECT NO.:

A02022-01

SHEET TITLE:

PHASING PLAN - PHASE
2

DATE :

FEBRUARY 2026

SHEET :

5 OF 28 SHEETS

DWG. NO.

G-402

SECTION 02101 – PREPARATION/REMOVAL OF EXISTING PAVEMENTS

PART 1 - GENERAL

1.01 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.

1.02 DESCRIPTION OF WORK

- A. This item shall consist of preparation of existing pavement surfaces for overlay, surface treatments, removal of existing pavement, and other miscellaneous items. The work shall be accomplished in accordance with these specifications and the applicable plans.

1.03 RELATED WORK SPECIFIED ELSEWHERE

- A. Specification Section 01300 – Submittals

1.04 REFERENCES

- A. 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.
- B. Federal Aviation Administration (FAA)
 - 1. The latest version of FAA AC 150/5370-10, Standard Specifications for Construction of Airports, Item P-101: Preparation/Removal of existing Pavements.
 - 2. The latest version of FAA AC 150/5380-6, Guidelines and Procedures for Maintenance of Airport Pavements.
- C. ASTM International (ASTM)
 - 1. ASTM D6690 Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements.

1.05 SUBMITTALS

- A. Contractor shall submit a survey of the final milled surface to the RPR in accordance with Section 01300 – Submittals.
- B. Prior to commencing work in this Section, the Contractor must submit a Foreign Substance Removal Plan in accordance with Section 01300 – Submittals.

1. Description of the proposed method of accomplishing the removal.
2. Descriptions of the proposed equipment.

PART 2 – PRODUCTS

- 2.01 All materials and equipment required for this item shall be in accordance with FAA Specification Item P-101.

PART 3 – EXECUTION

- 3.01 Removal of existing pavement shall be in accordance with FAA Specification Item P-101.
- 3.02 Preparation of joints and cracks prior to overlay/surface treatment shall be in accordance with FAA Specification Item P-101.
- 3.03 Removal of foreign substances/contaminates prior to seal-coat and remarking shall be in accordance with FAA Specification Item P-101.

PART 4 – MEASUREMENT AND PAYMENT

4.01 METHOD OF MEASUREMENT

- A. The unit of measure for cold milling shall be full depth milling per square yard. The location and average depth of the cold milling shall be as shown on the plans. If the initial cut does not correct the condition, the Contractor shall re-mill the area and will be paid for the total depth of milling.

4.02 BASIS OF PAYMENT

- A. Payment for Cold Milling – Full Depth shall be made at contract unit price for per square yard. This price shall be full compensation for furnishing all materials and for all preparation, hauling, and placing of the material and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

<u>Item No.</u>	<u>Item</u>	<u>Unit</u>
02101.1	Cold Milling – Full Depth (Variable 3.5" to 4")	Square Yard

PART 5 – ATTACHMENTS

- 5.01 FAA Specification Section P-101: Preparation/Removal of Existing Pavements

Item P-101 Preparation/Removal of Existing Pavements

DESCRIPTION

101-1 This item shall consist of preparation of existing pavement surfaces for overlay, surface treatments, removal of existing pavement, and other miscellaneous items. The work shall be accomplished in accordance with these specifications and the applicable plans.

EQUIPMENT AND MATERIALS

101-2 All equipment and materials shall be specified here and in the following paragraphs or approved by the Resident Project Representative (RPR). The equipment shall not cause damage to the pavement to remain in place.

CONSTRUCTION

101-3.1 Removal of existing pavement.

The Contractor's removal operation shall be controlled to not damage adjacent pavement structure, and base material, cables, utility ducts, pipelines, or drainage structures which are to remain under the pavement.

a. Concrete pavement removal. Not Used.

b. Asphalt pavement removal. Asphalt pavement to be removed shall be cut to the full depth of the asphalt pavement around the perimeter of the area to be removed.

c. Repair or removal of Base, Subbase, and/or Subgrade. Subsequent to milling operations and prior to the application of prime coat, proof roll the exposed aggregate base course. Aggregate base course shall be proof rolled with a 20 ton tandem axle dual wheel dump truck loaded to the legal limit with tires inflated to 100 psi in the presence of the RPR. Soft areas that deflect greater than 0.5 inch or show permanent deformation greater than 0.5 inch shall be reshaped and recompacted at the Contractor's expense.

All failed material including surface, base course, subbase course, and subgrade shall be removed and repaired as shown on the plans or as directed by the RPR. Materials and methods of construction shall comply with the applicable sections of these specifications. Any damage caused by Contractor's removal process shall be repaired at the Contractor's expense.

101-3.2 Preparation of joints and cracks prior to overlay/surface treatment. Remove all vegetation and debris from cracks to a minimum depth of 1 inch (25 mm). If extensive vegetation exists, treat the specific area with a concentrated solution of a water-based herbicide approved by the RPR. Fill all cracks greater than 1/4 inch (6 mm) wide) with a crack sealant per ASTM D6690. The crack sealant, preparation, and application shall be compatible with the surface treatment/overlay to be used. To minimize contamination of the asphalt with the crack sealant, underfill the crack sealant a minimum of 1/8 inch (3 mm), not to exceed 1/4 inch (6 mm). Any excess joint or crack sealer shall be removed from the pavement surface.

Wider cracks (over 1-1/2 inch wide (38 mm)), along with soft or sunken spots, indicate that the pavement or the pavement base should be repaired or replaced as stated below.

Cracks and joints may 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 (4.75 mm)	100
No. 8 (2.36 mm)	90-100
No. 16 (1.18 mm)	65-90
No. 30 (600 µm)	40-60
No. 50 (300 µm)	25-42
No. 100 (150 µm)	15-30
No. 200 (75 µm)	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 RPR.

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 to within +0 to -1/8 inches (+0 to -3 mm) of the surface. Any material spilled outside the width of the joint shall be removed from the pavement surface prior to constructing the overlay. Where concrete overlays are to be constructed, only the excess joint material on the pavement surface and vegetation in the joints need to be removed.

101-3.3 Removal of Foreign Substances/contaminates prior to overlay. Removal of foreign substances/contaminates from existing pavement that will affect the bond of the new treatment shall consist of removal of rubber, fuel spills, oil, crack sealer, at least 90% of paint, and other foreign substances from the surface of the pavement. Areas that require removal are designated on the plans and as directed by the RPR in the field during construction.

Cold milling may be used. If chemicals are used, they shall comply with the state's environmental protection regulations. Removal methods used shall not cause major damage to the pavement, or to any structure or utility within or adjacent to the work area. Major damage is defined as changing the properties of the pavement, removal of asphalt causing the aggregate to ravel, or removing pavement over 1/8 inch (3 mm) deep. If it is deemed by the RPR that damage to the existing pavement is caused by operational error, such as permitting the application method to dwell in one location for too long, the Contractor shall repair the damaged area without compensation and as directed by the RPR.

Removal of foreign substances shall not proceed until approved by the RPR. Water used for high-pressure water equipment shall be provided by the Contractor at the Contractor's expense. No material shall be deposited on the pavement shoulders. All wastes shall be disposed of offsite at the Contractor's expense.

101-3.4 Concrete spall or failed asphaltic concrete pavement repair.

a. Repair of concrete spalls in areas to be overlaid with asphalt. Not Used

b. Asphalt pavement repair. The Contractor shall repair all spalled concrete as shown on the plans or as directed by the RPR. The failed areas shall be removed as specified in paragraph 101-3.1b. All failed material including surface, base course, subbase course, and subgrade shall be removed. Materials and methods of construction shall comply with the applicable sections of these specifications.

101-3.5 Cold milling. Milling shall be performed with a power-operated milling machine or grinder, capable of producing a uniform finished surface. The milling machine or grinder shall operate without tearing or gouging the underlaying surface. The milling machine or grinder shall be equipped with grade and slope controls, and a positive means of dust control. All millings shall be removed and disposed off Airport property. If the Contractor mills or grinds deeper or wider than the plans specify, the Contractor shall replace the material removed with new material at the Contractor's Expense.

a. Patching. The milling machine shall be capable of cutting a vertical edge without chipping or spalling the edges of the remaining pavement and it shall have a positive method of controlling the depth of cut. The RPR shall layout the area to be milled with a straightedge in increments of 1-foot (30 cm) widths. The area to be milled shall cover only the failed area. Any excessive area that is milled because the Contractor doesn't have the appropriate milling machine, or areas that are damaged because of his negligence, shall be repaired by the Contractor at the Contractor's Expense.

b. Profiling, grade correction, or surface correction. The milling machine shall have a minimum width of 7 feet (2 m) and it shall be equipped with electronic grade control devices that will cut the surface to the grade specified. The tolerances shall be maintained within +0 inch and -1/4 inch (+0 mm and -6mm) of the specified grade. The machine must cut vertical edges and have a positive method of dust control. The machine must have the ability remove the millings or cuttings from the pavement and load them into a truck. All millings shall be removed and disposed of off the airport.

c. Clean-up. The Contractor shall sweep the milled surface daily and immediately after the milling until all residual materials 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 loose residual material. Waste materials shall be collected and removed from the pavement surface and adjacent areas by sweeping or vacuuming. Waste materials shall be removed and disposed off Airport property.

101-3.6. Preparation of asphalt pavement surfaces prior to surface treatment. Existing asphalt pavements 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 pavement similar to that of the existing pavement in accordance with paragraph 101-3.4b.

b. Repair joints and cracks in accordance with paragraph 101-3.2.

c. Remove oil or grease that has not penetrated the asphalt pavement by scrubbing with a detergent and washing 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 so that it is free of dust, dirt, grease, vegetation, oil or any type of objectionable surface film.

101-3.7 Maintenance. The Contractor shall perform all maintenance work necessary to keep the pavement in a satisfactory condition until the full section is complete and accepted by the RPR.

The surface shall be kept clean and free from foreign material. The pavement shall be properly drained at all times. If cleaning is necessary or if the pavement becomes disturbed, any work repairs necessary shall be performed at the Contractor's expense.

101-3.8 Preparation of Joints in Rigid Pavement prior to resealing. Not Used

101-3.8.1 Removal of Existing Joint Sealant. Not Used

101-3.8.2 Cleaning prior to sealing. Not Used

101-3.8.3 Joint sealant. Not Used

101-3.9 Preparation of Cracks in Flexible Pavement prior to sealing. Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound, moisture and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method used cleans the cracks and does not damage the pavement.

101-3.9.1 Preparation of Crack. Widen crack with router by removing a minimum of 1/16 inch (2 mm) from each side of crack. Immediately before sealing, cracks will be blown out with a hot air lance combined with oil and water-free compressed air.

101-3.9.2 Removal of Existing Crack Sealant. Existing sealants will be removed by routing. Following routing any remaining debris will be removed by use of a hot lance combined with oil and water-free compressed air.

101-3.9.3 Crack Sealant. Crack sealant material and installation will be in accordance with Item P-605.

101-3.9.4 Removal of Pipe and other Buried Structures.

a. Removal of Existing Pipe Material. Not Used

b. Removal of Inlets/Manholes. Not Used

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 150/5380-6	Guidelines and Procedures for Maintenance of Airport Pavements.
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ASTM International (ASTM)

ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements
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END OF ITEM P-101

END OF SECTION

GENERAL NOTES:

1.

THE CONTRACTOR SHALL COMPLETE ALL REQUIREMENTS STATED IN THE CONTRACT.

2.

THE CONTRACTOR'S NORMAL WORKING HOURS SHALL BE IN ACCORDANCE WITH TECHNICAL PROVISION SECTION 01000 AND THE HOURS STATED IN THE CONSTRUCTION SAFETY AND PHASING PLAN. NO WORK WILL BE PERFORMED ON STATE HOLIDAYS, AIRPORT EMERGENCIES, OR WHEN POOR WEATHER RESTRICTS CONSTRUCTION.

3.

TO ENSURE PUBLIC AND WORKER SAFETY ON THIS PROJECT, THE STATE WILL NOT ALLOW ANY WORK TO COMMENCE UNTIL THE CONTRACTOR'S DETAILED PROJECT WORK SCHEDULE IS APPROVED BY THE STATE PROJECT MANAGER. SAID SCHEDULE SHALL PICTORIALLY SHOW THE WORK AREA(S) FOR EACH WORKDAY. THE CONTRACTOR SHALL KEEP ALL PERSONNEL AND EQUIPMENT UNDER ITS JURISDICTION WITHIN THE WORK AREA(S) AND ASSIGNED AIRPORT OPERATIONS AREA (AOA) TRAVEL ROUTE(S).

4.

THE CONTRACTOR SHALL OBTAIN A REVOCABLE PERMIT FOR A STAGING AREA ON AIRPORT PROPERTY PER SPECIFICATION SECTION 01000 - DESCRIPTION OF WORK. THE CONTRACTOR SHALL STAGE THEIR EQUIPMENT ONLY AT STATE DESIGNATED LOCATIONS AND SHALL COMPLY WITH ALL ASSOCIATED REQUIREMENTS. THE STAGING AREA(S) WILL BE DETERMINED BY THE AIRPORT OPERATION DISTRICT OFFICE.

5.

THE CONTRACTOR SHALL ONLY ENTER AND EXIT THE AOA THROUGH STATE ASSIGNED GATES AS CALLED OUT IN THE CONSTRUCTION SAFETY AND PHASING PLAN.

6.

THE CONTRACTOR MAY NOT USE TEMPORARY AOA BADGES/PERMITS. THESE ITEMS WILL ONLY BE ISSUED BY THE STATE DURING STATE EMERGENCIES.

7.

THE CONTRACTOR SHALL CLEAN UP MATERIAL SPILLS BY THE END OF EACH WORK DAY AND/OR WHENEVER THEY OCCUR AND SHALL ONLY DISCARD EXCESS CUT AT AREAS DESIGNATED BY THE STATE.

8.

THE CONSTRUCTION STAGING AND MATERIAL STOCKPILING AREAS ARE SHOWN IN THE CONSTRUCTION SAFETY AND PHASING PLAN.

9.

THE CONTRACTOR SHALL FILL OUT AND SUBMIT FAA FORM 7460-1 FOR ALL VEHICLES AND EQUIPMENT, 25' OR TALLER, TO BE INSIDE THE AOA. THE FORM 7460-1 SHALL BE APPROVED BEFORE THE START OF CONSTRUCTION.

10.

PRIOR TO THE START OF WORK THE CONTRACTOR SHALL SIGN THE HDOTA "PERMIT TO DISCHARGE INTO THE STATE AIRPORT DRAINAGE SYSTEM RELATING TO CONSTRUCTION PROJECTS" FORM. THE PERMIT HAS BEEN PREPARED BY THE DESIGNER, BUT THE CONTRACTOR MAY MAKE REVISIONS PRIOR TO SIGNING. ANY AND ALL REVISIONS MADE TO THE PERMIT BY THE CONTRACTOR SHALL BE REVIEWED AND APPROVED BY THE HDOTA ENVIRONMENTAL SECTION (AIR-EE) PRIOR TO IMPLEMENTATION.

11.

THE CONTRACTOR SHALL HAVE AT LEAST TWO (2) PEOPLE IN THE AOA POSSESSING AND CONTINUOUSLY MONITORING THE FOLLOWING FULLY CHARGED COMMUNICATION DEVICES:

a.

A TWO-WAY RADIO CAPABLE OF COMMUNICATING ON FREQUENCY 123.0 (CTAF/UNICOM).

b.

A CELLULAR TELEPHONE, WITH A LISTING OF ALL REQUIRED EMERGENCY CONTACT NUMBERS.

12.

THE CONTRACTOR SHALL COMPLY WITH THE HDOTA CONSTRUCTION ACTIVITIES BMP FIELD MANUAL AND ALL OTHER REQUIREMENTS LISTED IN SPECIFICATION SECTION 01561 - CONSTRUCTION SITE POLLUTION CONTROLS FOR THE ENTIRETY OF THE PROJECT.

13.

THE CONTRACTOR SHALL COMPLY WITH THE KAWAIHAPAI AIRFIELD WILDLIFE MANAGEMENT PLAN, INCLUDING COMPLIANCE WITH REDUCED SPEED LIMITS ON THE AIRFIELD.

14.

IF A NEST OR ACTIVE BROOD OF HAWAIIAN WATERBIRDS OR SEA TURTLES IS FOUND, CONTACT THE SERVICE WITHIN 48 HOURS FOR FURTHER GUIDANCE AND ESTABLISH AND MAINTAIN A 100-FOOT BUFFER AROUND ALL ACTIVE NESTS AND/OR BROODS UNTIL THE CHICKS/DUCKLINGS HAVE FLEDGED, AND DO NOT CONDUCT POTENTIALLY DISRUPTIVE ACTIVITIES OR HABITAT ALTERATION WITHIN THIS BUFFER.
- AOA TRAFFIC CONTROL NOTES:
1.

THE CONTRACTOR SHALL FURNISH ALL ESCORTS, FLAG PEOPLE, AND COMMUNICATION DEVICES SPECIFIED IN THE TECHNICAL PROVISION SECTION 01800 AND SECTION 01533; AS WELL AS ALL AOA TRAFFIC CONTROL DEVICES SPECIFIED IN THE TECHNICAL PROVISION SECTION 01800.

2.

THE CONTRACTOR'S ESCORTS SHALL CONTINUOUSLY MONITOR RADIO FREQUENCY, INDICATED IN THE TECHNICAL PROVISION SECTION 01800, FOR ALL POTENTIAL AIRCRAFT ACTIVITY THAT IS UNPLANNED AND UNFORESEEN WHEN WORKING WITHIN THE AOA.

3.

BEFORE STARTING ANY WORK AT EACH WORKDAY, THE CONTRACTOR SHALL SET UP ALL AOA TRAFFIC CONTROL DEVICES IN THE ORDER REQUIRED BY THE CSPP. AT THE END OF EACH WORKDAY, THE CONTRACTOR SHALL TAKE DOWN ALL AOA TRAFFIC CONTROL DEVICES IN THE REVERSE ORDER.

4.

THE CONTRACTOR SHALL NOT TAKE DOWN ANY AOA TRAFFIC CONTROL DEVICES UNTIL WORK IS COMPLETED ON THE AOA OR AS OTHERWISE DIRECTED BY ATCT OR AIRPORT DISTRICT OPERATIONS.

5.

THE CONTRACTOR SHALL NOT LEAVE THE AOA UNTIL ALL AOA TRAFFIC CONTROL DEVICES HAVE BEEN TAKEN DOWN.

6.

THE CONTRACTOR SHALL NOT LEAVE THE AIRPORT UNTIL ALL STAGING AREAS ARE CLEARED ACCORDING TO TECHNICAL PROVISION SECTION 01800.

7.

PRIOR TO THE REOPENING OF THE RUNWAY THE CONTRACTOR SHALL CLEAN-UP AND PASS A FOD INSPECTION CONDUCTED BY HDH.
- INSTRUMENT LANDING SYSTEM (ILS) AND NAVIGATIONAL AID (NAVAID) NOTES:
1.

THE CONTRACTOR SHALL NOT OBSTRUCT, ALTER, OR DAMAGE EXISTING NAVAIDS ON THE AIRFIELD.
- CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) NOTES:
1.

THE CSPP IS A SAFETY DOCUMENT APPROVED BY HDOTA, AIRPORT DISTRICT, FAA, ATC, AIRLINES, AND OTHER STAKEHOLDERS.

2.

THE CONTRACTOR SHALL ADHEAR TO THE PROJECT PHASING, WORK HOURS, HAUL ROUTES, CLOSURES, AND OTHER PROJECT SPECIFIC SAFETY PROCEDURES LISTED IN THE CSPP.
3.

THE CONTRACTOR SHALL CREATE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH THE MOST UP TO DATE FAA AC 150/5370-2 OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION, TO DETAIL HOW THE CONTRACTOR WILL COMPLY WITH THE CSPP.

4.

THE CONTRACTOR SHALL BE AWARE OF THE HAZARDS, RISKS, AND MITIGATION MEASURES IDENTIFIED IN THE SRMD.
- NON-STRUCTURAL BEST MANAGEMENT PRACTICES
1.

WASTE DISPOSAL:

a.

ALL WASTE MATERIAL SHALL BE COLLECTED AND STORED IN A SECURELY LIDDED, LEAK PROOF METAL DUMPSTER. THE DUMPSTER SHALL MEET ALL COUNTY AND STATE SOLID WASTE MANAGEMENT REGULATIONS. ALL DUMPSTERS AT THE PROJECT SITE SHALL BE EMPTIED A MINIMUM OF ONCE PER WEEK, AND MORE OFTEN, IF NECESSARY. NO CONSTRUCTION WASTE MATERIALS SHALL BE BURIED ONSITE. THE CONTRACTOR, AT HIS EXPENSE, SHALL TRAIN SUPERVISORY PERSONNEL IN THE CORRECT PROCEDURES FOR WASTE DISPOSAL.

b.

ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL OR STATE OR FEDERAL REGULATIONS.

c.

ALL SANITARY WASTE SHALL BE COLLECTED FROM PORTABLE RESTROOM FACILITIES A MINIMUM OF ONCE PER WEEK, AND MORE OFTEN, AS NECESSARY.

2.

EROSION AND SEDIMENT CONTROL INSPECTION AND MAINTENANCE PRACTICES:

a.

ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED DAILY OR PRIOR TO AND AFTER EACH DAY'S CONSTRUCTION.

b.

ALL CONTROL MEASURES PER APPROVED NPDES PLAN, SHALL BE MAINTAINED IN GOOD WORKING ORDER. IF A REPAIR IS NECESSARY, IT SHALL BE INITIATED WITHIN TWENTY FOUR (24) HOURS AFTER THE PROBLEM BEING DISCOVERED.

c.

ANY REVISIONS TO APPROVED NPDES PLANS SHALL BE SUBMITTED TO THE DISTRICT ENGINEER FOR REVIEW AND APPROVAL BEFORE ANY FIELD ADJUSTMENTS ARE MADE. ANY REVISIONS TO APPROVED NPDES PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVED BY AIR-EE BEFORE ANY FIELD ADJUSTMENTS ARE MADE.

3.

SPILL PREVENTION:

a.

THE FOLLOWING MANAGEMENT PRACTICES SHALL BE FOLLOWED TO REDUCE THE RISK OF SPILLS OR OTHER ACCIDENTAL EXPOSURE OF MATERIAL AND SUBSTANCES TO STORM WATER RUNOFF AND DISCHARGE.

i.

GOOD HOUSEKEEPING: STORE ENOUGH PRODUCTS AND MATERIAL REQUIRED TO PERFORM THE JOB. MATERIALS THAT MAY BECOME POTENTIAL POLLUTANTS THAT ARE IN A NEAT AND ORDERLY MANNER IN THEIR ORIGINAL CONTAINERS, AND IF POSSIBLE, COVERED OR ENCLOSED. PRODUCTS SHALL BE KEPT IN THEIR ORIGINAL CONTAINERS, WITH THE ORIGINAL MANUFACTURER'S LABELING. PRODUCTS SHALL NOT BE MIXED, EXCEPT AS RECOMMENDED OR ALLOWED BY THE MANUFACTURERS. APPROPRIATE PRODUCTS SHALL HAVE SECONDARY CONTAINMENT. WHENEVER POSSIBLE, USE UP ALL OF A PRODUCT PRIOR TO DISPOSING OF THE CONTAINER. MANUFACTURER'S DIRECTIONS FOR PROPER USE AND DISPOSAL SHALL BE FOLLOWED. MATERIAL SHALL BE DISPOSED OF IN A MANNER PERMITTED BY LOCAL, STATE, OR FEDERAL REGULATIONS. THE CONTRACTOR SHALL CONDUCT DAILY INSPECTIONS TO ENSURE PROPER USE AND DISPOSAL OF MATERIAL. LITTER SHALL BE PICKED UP ON A DAILY BASIS AND DISPOSED OF PROPERLY. DUST SHALL BE CONTROLLED BY WETTING OR BY APPLICATION OF A SOIL BINDER.

ii.

HAZARDOUS PRODUCTS: PRODUCTS SHALL BE KEPT IN THEIR ORIGINAL CONTAINERS WITH THE ORIGINAL MANUFACTURER'S LABELING. MATERIAL SAFETY DATA SHEETS (MSDS) SHALL BE RETAINED AND AVAILABLE FOR REVIEW BY USERS. MANUFACTURER'S DIRECTIONS FOR PROPER USE AND DISPOSAL SHALL BE FOLLOWED. ALL HAZARDOUS WASTE SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.

4.

PRODUCT SPECIFIC PRACTICES THE FOLLOWING PRACTICES SHALL BE FOLLOWED ON-SITE:

a.

VEHICLES: ALL ON-SITE VEHICLES SHALL BE MONITORED FOR LEAKS AND SHALL BE SUBJECT TO REGULAR PREVENTATIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKS OCCURRING. LEAKS THAT CANNOT BE REPAIRED IMMEDIATELY SHALL BE CONTAINED IN SPILL PANS OR OTHER APPROPRIATE CONTAINERS.

b.

PETROLEUM PRODUCTS: PETROLEUM PRODUCTS SHALL BE STORED IN TIGHTLY SEALED CONTAINERS THAT SHALL BE CLEARLY LABELED. ASPHALT-CONTAINING MATERIALS (SUCH AS TACK AND PRIME COATS) USED ON-SITE SHALL BE APPLIED ACCORDING TO MANUFACTURER'S DIRECTIONS.

c.

CONCRETE TRUCKS: CONCRETE TRUCKS SHALL DISCHARGE DRUM WASH WATER ONLY AT DESIGNATED SITES. WASH WATER SHALL NOT BE DISCHARGED TO THE STORM DRAIN SYSTEM. THE CONTRACTOR SHALL CONTAIN THE DISCHARGED DRUM WASH AT THE DESIGNATED SITE AND SHALL REMOVE CONCRETE AND OTHER RESIDUE AS REQUIRED BY THE ENGINEER.

5.

IN ADDITION TO GOOD HOUSEKEEPING AND MATERIALS FOLLOWING SPILL PREVENTION AND CLEANUP PRACTICES SHALL BE OBSERVED.

a.

FOR ALL SPILLS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE AIRPORT DUTY MANAGER, ENGINEER, AND AIR-EE. THE CONTRACTOR SHALL ALSO NOTIFY DOH HEER OFFICE OF ALL SPILLS GREATER THAN 25 GALLONS OR SPILLS THAT HAVE NOT BEEN CLEANED WITHIN 72 HOURS. THE CONTRACTOR SHALL ALSO NOTIFY DOH CWB OF ANY SPILLS THAT DISCHARGES INTO THE DRAINAGE SYSTEM AND/OR MS4. THE CONTRACTOR SHALL PROVIDE A REPORT THAT INCLUDES, BUT NOT LIMITED TO: THE MEASURES TO PREVENT THIS TYPE OF SPILL, THE CAUSE OF THE SPILL, AND THE CLEAN UP MEASURES UNDERTAKEN FOR THE SPILL.

b.

MANUFACTURER'S RECOMMENDATIONS FOR SPILL CLEANUP SHALL BE CLEARLY POSTED, AND SITE PERSONNEL SHALL BE MADE AWARE OF PROCEDURES AND LOCATION OF CLEANUP SUPPLIES.

c.

MATERIALS AND EQUIPMENT NECESSARY FOR SPILL CLEANUP SHALL BE KEPT IN THE MATERIAL STORAGE AREA ON-SITE

d.

ALL SPILLS SHALL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY.

e.

ALL SPILL AREAS SHALL BE CONTAINED, WELL VENTILATED, AND CLEANUP PERSONNEL SHALL WEAR APPROPRIATE CLOTHING AND EQUIPMENT.

f.

TOXIC OR HAZARDOUS MATERIAL SPILLS, REGARDLESS OF SIZE, SHALL BE REPORTED TO THE APPROPRIATE GOVERNMENTAL AGENCIES. A REPORT SHALL BE PREPARED TO INCLUDE MEASURES TO PREVENT THIS TYPE OF SPILL, THE CAUSE, AND THE CLEANUP MEASURE UNDERTAKEN SHALL ALSO BE INCLUDED IN THE REPORT.
- g.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SPILL PREVENTION AND CLEANUP. HE SHALL DESIGNATE AT LEAST ONE ON-SITE PERSONNEL TO RECEIVE SPILL PREVENTION AND CLEANUP TRAINING. THE CONTRACTOR, AT HIS EXPENSE SHALL DO TRAINING. THE NAME OF THIS PERSON SHALL BE POSTED IN THE MATERIAL STORAGE AREA AND IN THE ON-SITE OFFICE TRAILER.
- WATER POLLUTION AND EROSION CONTROL BEST MANAGEMENT PRACTICES (BMP) NOTES:
1.

THE CONTRACTOR SHALL INSTALL DEVICES AND UTILIZE BEST MANAGEMENT PRACTICES (BMP) APPROPRIATE FOR THE PROJECT. THE CONTRACTOR SHALL REFERENCE THE STATE OF HAWAII DEPARTMENT OF TRANSPORTATION, AIRPORTS DIVISION'S STORM WATER MANAGEMENT PROGRAM PLAN (SWMPP) FOR RULES RELATING TO SOIL EROSION STANDARDS AND GUIDELINES.

2.

THE CONTRACTOR SHALL ADHERE TO THE BEST MANAGEMENT PRACTICES SPECIFIED IN THE HDOTA CONSTRUCTION ACTIVITIES BMP FIELD MANUAL ATTACHED IN THE PROJECT SPECIFICATIONS, SECTION 01561 - CONSTRUCTION SITE RUNOFF CONTROL PROGRAM.

3.

THE CONTRACTOR SHALL CONSIDER AND INSTALL BMP MEASURES WHICH TAKE INTO ACCOUNT HIGH INTENSITY AND PROLONGED RAINFALL, AND TO ADDRESS THE POTENTIAL PROBLEMS THAT MAY RESULT BEFORE THE START OF ANY EXCAVATION OR EMBANKMENT WORK.

4.

THE STATE RESERVES THE RIGHT TO DETERMINE THE APPROPRIATENESS AND ADEQUACY OF PROPOSED AND/OR IMPLEMENTED BMP'S. ADDITIONAL BMP MEASURES REQUIRED BY THE STATE SHALL NOT BE PAID FOR BY THE STATE.

5.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES, INJURIES AND/OR CLAIMS RESULTING FROM HIS BMP'S.

6.

THE CONTRACTOR SHALL DESIGNATE AT LEAST ONE (1) PERSON WHO WILL BE RESPONSIBLE FOR INSPECTION, MAINTENANCE, AND REPAIR ACTIVITIES. PERSONNEL SELECTED FOR THE INSPECTION AND MAINTENANCE RESPONSIBILITIES SHALL RECEIVE TRAINING FROM THE CONTRACTOR, AT THE CONTRACTOR'S EXPENSE. TRAINING SHALL INCLUDE INSPECTION AND MAINTENANCE PRACTICES NECESSARY FOR MINIMIZING EROSION AND SEDIMENT AND FOR RETAINING SEDIMENT ON-SITE.

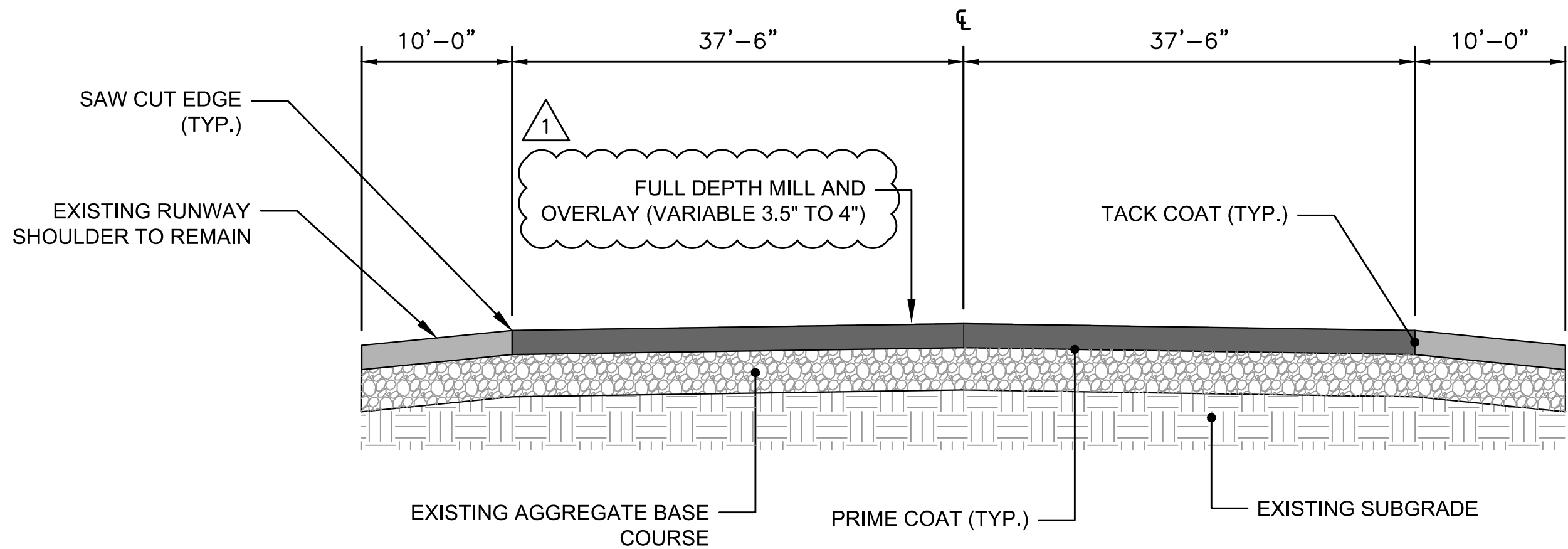
7.

THE CONTRACTOR MAY DISCUSS PROPOSED AND IMPLEMENTED BMP MEASURES AND THE ADEQUACY OF THEM, WITH THE ENGINEER.

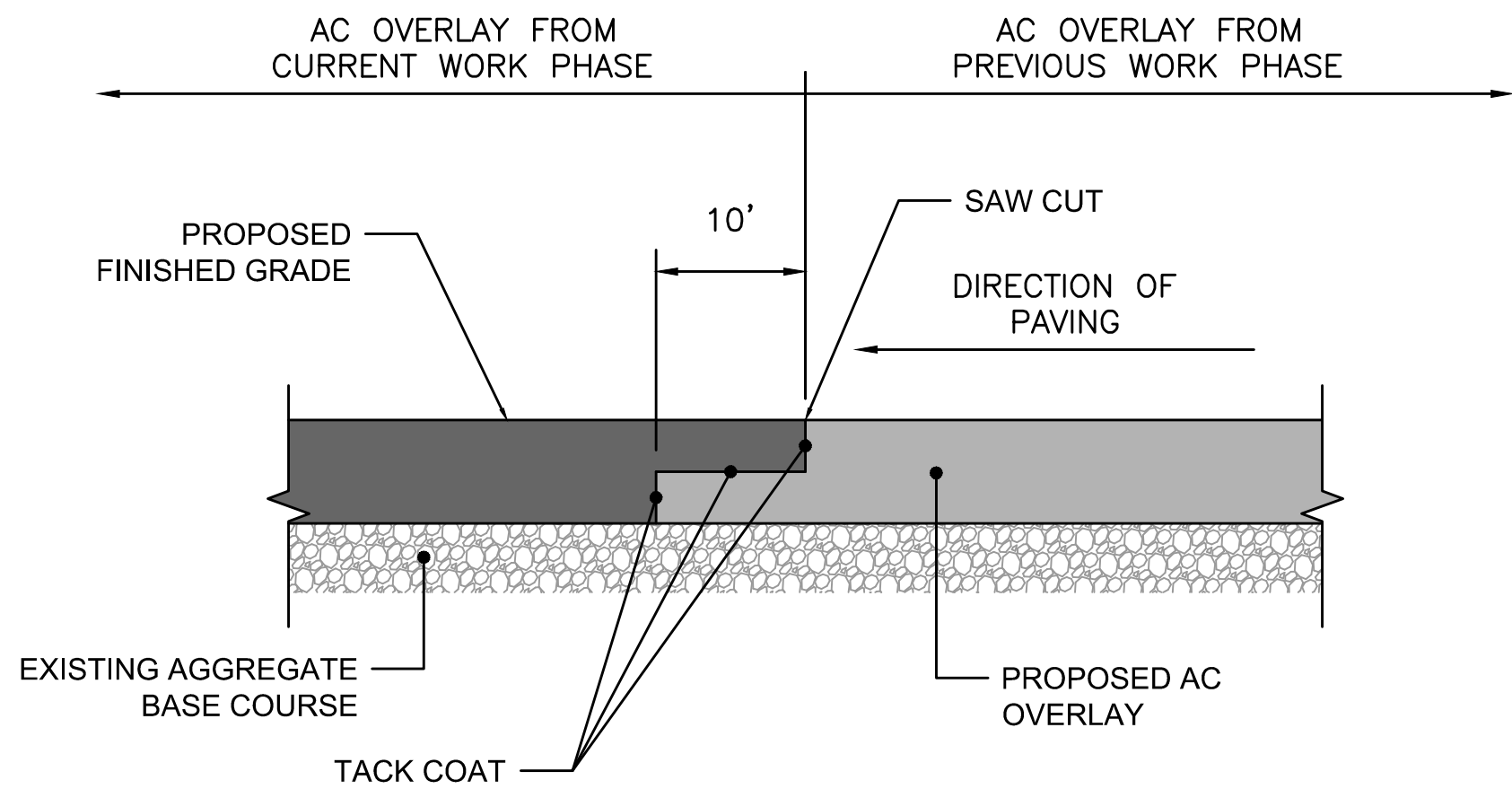
8.

IN ADDITION TO THE BMP MEASURES REQUIRED BY THE HDOT-A CONSTRUCTION ACTIVITIES BEST MANAGEMENT PRACTICE MANUAL, SECONDARY BMP CONTAINMENT MEASURES FOR PORTABLE BATHROOMS AND LAY DOWN AREAS SHALL BE IMPLEMENTED BY THE CONTRACTOR, TO THE SATISFACTION OF THE STATE, AT NO ADDITIONAL COST.
-
- STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS
-
- This work was prepared by me
or under my supervision.
Exp. 04-30-26
- Wesley R. Segawa*
Wesley R. Segawa & Associates, Inc.
- | DSGN. | DRWN. | CHKD. | APPD. |
|-------|-------|-------|-------|
| RF | RF | NF | NF |
- KEY PLAN / NOTES:
- | | 3/24/26 | ADDENDUM #1 |
|-----|---------|-------------|
| NO. | DATE | REVISIONS |
- CONSTRUCTION
DOCUMENTS
- FEBRUARY 2026
DATE
- PROJECT TITLE :
- REPAVE RUNWAY 8-26
- AT
KAWAIHAPAI AIRFIELD
WAIALUA, OAHU, HAWAII
- PROJECT NO.:
- AO2022-01
- SHEET TITLE:
- GENERAL NOTES
- | | |
|----------------------|------------------------------|
| DATE : | DWG. NO.

C-101 |
| FEBRUARY 2026 | |
| SHEET : | |
| 6 OF 28 SHEETS | |
- H:\CADD\PROJECT DRAWINGS\21061-X - HDH PAVEMENT REHAB6 - DESIGN\02 - CIVIL\6 GENERAL NOTES.DWG

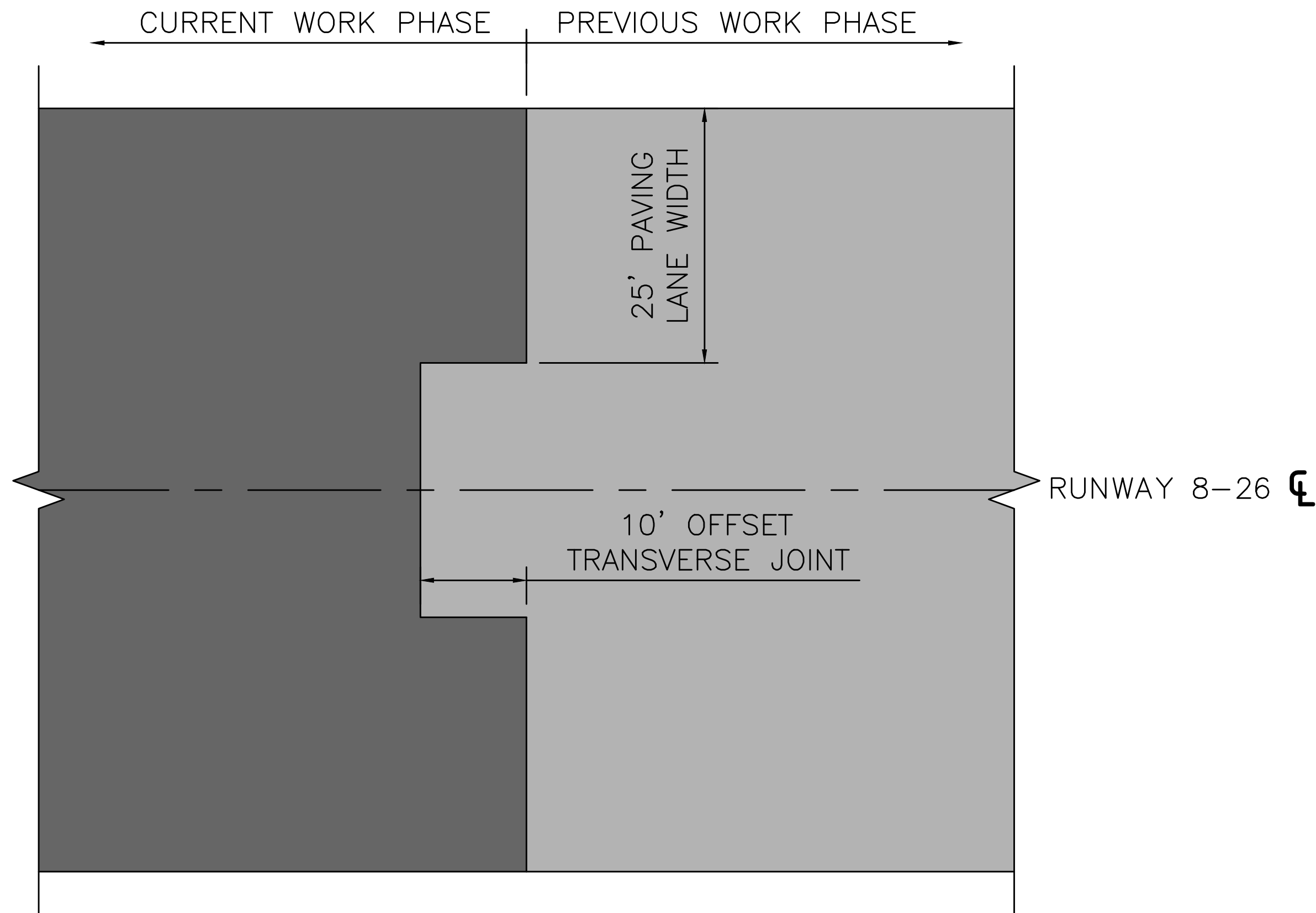


1 TYPICAL RUNWAY 8-26 SECTION
C-304 SCALE: NOT TO SCALE

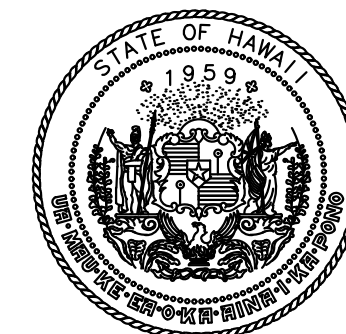


NOTE:
WHERE NEW PAVEMENT ABUTS PAVEMENT FROM THE PREVIOUS WORK PHASE, THE SURFACE COURSE FROM THE PREVIOUS WORK PHASE SHALL BE MILLED TO CREATE A 10' OVERLAP.

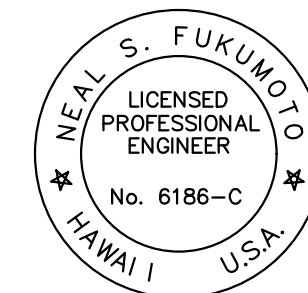
2 JOINT BETWEEN PAVING LIFTS
C-304 SCALE: NOT TO SCALE



3 OFFSET TRANSVERSE JOINT
C-304 SCALE: NOT TO SCALE



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



This work was prepared by me
or under my supervision.
Exp. 04-30-26

Neal S. Fukumoto
Wesley R. Segawa & Associates, Inc.

DSGN.	DRWN.	CHKD.	APPD.
RF	RF	NF	NF

KEY PLAN / NOTES:

1	3/24/26	ADDENDUM #1
NO.	DATE	REVISIONS

CONSTRUCTION
DOCUMENTS

FEBRUARY 2026
DATE

PROJECT TITLE :

REPAVE RUNWAY 8-26

AT
KAWAIHAPAI AIRFIELD
WAIALUA, OAHU, HAWAII

PROJECT NO.:

AO2022-01

SHEET TITLE:

PAVEMENT SECTIONS
AND DETAILS

DATE :	DWG. NO.
FEBRUARY 2026	C-304
SHEET :	
15 OF 28 SHEETS	

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS**

PRE-BID MEETING - MINUTES

DATE: Friday, February 27, 2026

TIME: 10:00 AM

LOCATION: Microsoft Teams Telecommunication Meeting
(Local) [+1 808-829-4853,44042109#](#)
Phone conference ID: 440 421 09#
MS Teams Meeting ID: 238 281 928 633 63
MS Teams Passcode: QH3qy7Kq

PROJECT: Repave Runway 8-26
Kawaihapai Airfield
State Project No. AO2022-01
AIP Project No. 3-15-0018-###

PRESENT: See attached list

SUBJECT: Pre-Bid Meeting

MEETING SUMMARY:

I. INTRODUCTIONS

1. Introduction of participants involved with the project:

State

James Fu, HDOT-Airports, Section Head
Maybelle Lee, HDOT-Airports, Project Manager
John West, HDOT-Airports, Engineer
Daniel Williams, HDOT-Office of Civil Rights Specialist
Robert Hopper, HDOT-Office of Civil Rights DBE Program Specialist

State Consultant

Roger Hyun, Parsons, Airfield Engineering Assistance.
Sean Dunkel, AECOM, Airfield Engineering Assistance.

Design Team

WRSA (Design Consultant): Reyn Furushima and Neal Fukumoto.

II. GENERAL DISCUSSION

1. As a reminder, anything said at this meeting is for clarification of general information only. The bid documents shall govern over anything said today and discrepancies shall be clarified by addendum.
2. Bidders are not allowed to ask questions at this meeting. All Request for Information questions, including substitution requests, must be submitted in writing no later than March 6, 2026 by 2:00 p.m. Hawaii Standard Time. As noted in Special Provisions Paragraph 2.7, substitution requests shall be submitted via email to the contact person listed in HlePRO for the solicitation and also posted as a question in HlePRO under the question/answer tab referencing the email with the request.
3. Questions received after the deadline will not be addressed, and verbal RFIs will not receive a response.
4. This is a State project utilizing FAA funds. Prospective bidders are reminded to comply with all federal requirements including using the correct federal wage rates and labor classifications. The more stringent wage classification will be applied when comparing Federal and State rates. The Federal funds are from the Bipartisan Infrastructure Law (BIL), so Federal documents need to be submitted through the course of the project.
5. For federal requirements, billings must be submitted on a monthly basis through the course of the project in order to draw down on the federal grants.
6. Discussion of Disadvantage Business Enterprise (DBE) goals and requirements by the HDOT-Office of Civil Rights DBE Program Specialist, Robert Hopper. The policy of the State and the DBE Program is to ensure equal opportunity and non-discrimination in the award and administration of US DOT assisted contracts
7. Bidding Schedule:
 - February 20, 2026 Advertisement
 - March 6, 2026 @ 2:00 pm HST Last Day to submit Questions and Substitution Requests via HlePRO
 - March 27, 2026 @ 2:00 pm HST Deadline to submit Bids via HlePRO
8. A valid State of Hawaii General Engineering "A" License is required at the time of bidding.
9. The Notice to Proceed (NTP) will be issued immediately upon execution of the contract. Thereafter, 90 calendar days have been allocated towards pre-construction activities, followed by 90 calendar days for construction activities. As such, all work under this contract shall be completed within

180 calendar days from the Notice to Proceed (NTP) date. However, given the moratorium dates below, all work shall be completed by March 31, 2027.

10. Construction night work shall not occur during the scheduled moratorium dates as stated in Plan Sheet G-402:
 - a. Seabird fall out season: September 15, 2027 to December 15, 2027
 - b. Sea turtle nesting season: April 2027 through December 2027
 - c. *Moratorium dates subject to change
11. Liquidated damages, please see Special Provisions 8.8.
12. A complete Proposal package shall be submitted at the time of bid. These forms can be found in Part III of the project specifications. The Proposal Schedule must be completely filled in, even if the proposed cost is \$0 for a line item. Failure to fill in all forms or failure to submit all proposal pages shall result in rejection of the bid.
13. Any changes to the bid documents will be issued through an addendum. Bidders are reminded to acknowledge receipt of any addendum(s) on page P-4 of the Proposal.
14. Subject to availability of space and approval by the Airport Manager, parking may be made available at a designated parking area for vehicle parking. The General Contractor shall submit the parking request to the Airport Manager through the RPR for review. The RPR will verify the list against the General Contractor's approved subcontractor list and forward it to the Airport Manager for approval.
15. Pending the availability of space on airport property, the State will issue a Revocable Permit to the Contractor for the use of the space, assessed at a monthly fee of \$25 for each Revocable Permit issued. The space may be used for a field office, staging of materials and equipment, vehicle parking or other uses subject to the approval of the State. All spaces shall be subject to the requirements of Section 01561 Construction Site Runoff Control Program.
16. Since space on airport property is extremely limited, the State does not guarantee that the space provided to the Contractor will be in close proximity to the project site. The State will make every effort to provide the Contractor with space on airport property; however, should the State determine that no space is available for such use(s), the responsibility shall then be on the Contractor to find space outside of airport property.
17. Due to the need to minimize impacts to operations, working hours shall be as defined in Section 01040.

18. Per Section 01561 Construction Site Pollution Controls, Contractor will have to prepare and submit a site-specific BMP plan within 30 calendar days of contract execution. Contractor may use the SSBMP Plan template included in Section 01561 as a starting point and update as needed. Note that there are liquidated damages associated with non-compliance of the BMP requirements.
19. Work on this project will be within the Airport Operations Area (AOA) and various public areas along airport property. The Contractor shall ensure that all AOA fence lines and access gates are secured at all times. Under no circumstances shall tools, equipment or materials be left in areas where the public can gain access to these items. Other security requirements are stated in Section 01565, Security Measures.
20. Security plan shall be submitted within 14 calendar days after award of contract as specified in Paragraph 1.03 of Section 01565.
21. Requests for AOA access shall be submitted within 14 calendar days after award of contract. In addition to the requirements stated in the Contract Bid Documents, all Contractors shall comply with the requirements and procedures of the Contractor's Training Guide.
22. Construction Safety and Phasing Plan, FOD Control, and responsibility for providing barricades, per the Special Provisions

The Contractor is responsible for managing and removing all FOD generated as part of the project works. Work within the Airports Operations Area (AOA) shall be in compliance with Special Provisions, Sections 7.21, 8.20, and 8.21. Any specific Runway or Taxiway related closure barricades are to be coordinated with the HDH District personnel.

III. PROJECT SCOPE OF WORK

Design Consultant, WRSA, will provide a brief description of the scope of work.

1. The scope of work includes but is not limited to:
 - a. 4" mill and overlay of the Runway 8-26 asphalt pavement.
 - b. Seal coating of select areas at both runway end displaced thresholds.
 - c. Restriping of airfield markings.
- 2 Project Phasing and Limitations.
 - a. The phasing of the project shall be in accordance with construction safety and phasing plans (CSPP) and phasing plans included in the bid documents. Phase 1 allows for the Contractor's pre-construction benchmark and survey work to occur during the day while the runway is operational. Phase 2 requires the Contractor to conduct paving and airfield striping activities at night while the runway is closed.
 - b. The Contractor shall be responsible for implementing the runway closure and reopening process. This includes but is not limited to:
 - i. The notification to HDOT-A of required Notice to Airmen (NOTAMs) to be approved and issued, not less than 72 hours prior to the start of work.
 - ii. Installation and removal of all low profile barricades and runway "X"s.
 - iii. FOD cleanup with the use of a sweeper truck and vacuum. The Contractor must request and pass a FOD check conducted by Airport personnel prior to the reopening of the runway and taxiways.
 - c. Prior to the reopening of the runway each night the runway pavement must be fit for aircraft operations. This includes but is not limited to proper pavement temperature, smoothness, and grade and proper airfield marking dimension and spacing.
 - d. While on the airfield the Contractor is required to have a dedicated Radio Monitoring Person (RMP) on site equipped with the proper equipment to communicate on and monitor the Common Traffic Advisory Frequency (CTAF).
 - e. Kawaihapai Airfield is occasionally used by the Military at night for training operations. Prior to the scheduling of runway closures the Contractor must coordinate with the Military, through HDOT-A, to ensure the runway closures do not overlap with military operations.
 - f. In accordance with Specification Section 01800 – Special Requirements for Contractors On the AOA, the Contractor must

submit a Safety Plan Compliance Document (SPCD) for HDOT-A review and approval within 14 calendar days after the execution of the contract.

g. Currently, Kawaihapai Airfield is open from 6:00 am to 6:00 pm from October 1st to March 31st. The Contractor is responsible for security of access points to the airfield in accordance with Specification Section 01565 – Security Measures.

h. In the event of an emergency, airport operations shall take precedence over all construction activities.

3 A Pre-Bid site visit will not be held. Kawaihapai Airfield is open to the public and the proposed staging area is readily accessible, however the runway and taxiways are not accessible.

Please inform us of any omissions or corrections to the minutes of the meeting.

Meeting adjourned at: 10:24 a.m.

MEETING ATTENDANCE SHEET

Pre-Bid Conference Meeting

Project Name: Repave Runway 8-26

Kawaihapai Airfield

Project No. AO2022-01

Meeting Location: Microsoft Teams

Date: February 27, 2026

Name: Maybelle Lee Title: State Project Manager	Company: State of Hawaii, DOT Address: 400 Rodgers Blvd., Suite 700 Honolulu, HI 96814	Phone: (808) 838-8890 E-Mail: maybelle.p.lee@hawaii.gov
Name: James Fu Title: Section Head	Company: State of Hawaii, DOT Address: 400 Rodgers Blvd., Suite 700 Honolulu, HI 96814	Phone: (808) 838-8827 E-Mail: james.fu2@hawaii.gov
Name: John West Title: Engineer	Company: State of Hawaii, DOT Address: 400 Rodgers Blvd., Suite 700 Honolulu, HI 96814	Phone: (808) 838-8867 E-Mail: john.k.west@hawaii.gov
Name: Roger Ross Title: Engineer	Company: State of Hawaii, DOT Address: 73-200 Kupipi St. Kailua-Kona, HI 96740	Phone: (808) 895-2954 E-Mail: roger.r.ross@hawaii.gov
Name: Daniel Williams Title: Civil Rights Specialist	Company: State of Hawaii, DOT Address: 200 Rodgers Blvd., Suite A Honolulu, HI 96814	Phone: (808) 831-7914 E-Mail: daniel.k.williams@hawaii.gov
Name: Robert Hopper Title: DBE Program Specialist	Company: State of Hawaii, DOT Address: 869 Punchbowl St., Honolulu, HI 96813	Phone: (808) 831-7913 E-Mail: robert.m.hopper@hawaii.gov
Name: Sean Dunckel Title: AIR-EA Assistance	Company: AECOM	E-Mail: sean.dunckel@aecom.com
Name: Roger Hyun Title: AIR-EA Assistance	Company: PARSONS	E-Mail: roger.hyun@parsons.com
Name: Reyn Furushima Title: Design Consultant	Company: Wesley R. Segawa and Associates	E-Mail: reyn@wrsasolutions.com
Name: Neal Fukumoto Title:	Company: Wesley R. Segawa and Associates	E-Mail: neal@wrsasolutions.com
Name: Jason Ames Title: Estimator	Company: Grace Pacific LLC	E-Mail: james@gracepacific.com

MEETING ATTENDANCE SHEET
Pre-Bid Conference Meeting

Project Name: Repave Runway 8-26

Kawaihapai Airfield

Project No. AO2022-01

Meeting Location: Microsoft Teams

Date: February 27, 2026

Name: Jason Gasilos Title: Estimator	Company: Grace Pacific LLC	E-Mail: jgasilos@gracepacific.com

**REPAVE RUNWAY 8-26
AT KAWAIHAPAI AIRFIELD
WAIALUA, OAHU, HAWAII
STATE PROJECT NO. AO2022-01**

RESPONS TO REQUEST FOR INFORMATION (RFI'S/QUESTIONS)

The following Requests for Information (RFI) were received:

1. **QUESTION:** Is there a pre-bid meeting attendees list available?

RESPONSE: The pre-bid meeting minutes and list of attendees have been included as an attachment in this Addendum No. 1.

2. **QUESTION:** We request clarification on the specified P-1952 Type III (high-build) paint with Type III beads for runway markings (incl. wide lines such as edge lines/aiming bars and grooved pavement). Based on supplier input, we have the following concerns: 1) High-build Type III paint requires higher pressure and slower striping speeds, which may cause splatter and reduce line crispness. 2) Typical runway overlap passes can create excessive edge build, which may limit bead embedment and create a ridge at overlaps. 3) Supplier is unsure the specified retroreflectivity (white/yellow) is achievable under these runway conditions; the Type III paint/bead system is more common for roadway wear applications. 4) Thick paint may not adhere to groove sidewalls, potentially filling the groove bottom more than intended. In lieu of the current Type III paint/Type III bead requirement, we respectfully request the Owner/Engineer allow one of the following approaches: 1) Type II paint with a Type I or Type III bead system (as directed to meet brightness requirements), and/or 2) A two-coat approach for final application (first coat thinner/temporary - typically without beads; final coat with beads), with measurement/payment confirming both coats are included.

RESPONSE: Runway 8-26 is not called out to be grooved. Type III paint is standard per the FAA and has been properly applied in other airfield projects. Paint and glass beads for airfield markings shall be in accordance with the specifications.

3. **QUESTION:** Pavement Elevation Plan Sheets C-401 to C-406, Plan Notes state: (1) final AC pavement grades shall match existing grades (spot elevations provided for P-401 compliance/payment) and (2) final grades must be adjusted to create a smooth, uniform surface free of low points. P-401 also requires $\leq 1/4"$ in 12 ft smoothness QC and $\pm 1/2"$ conformance to plan gradelines. Please clarify the governing intent and acceptance basis: a) Is the intent to generally match existing grades except where localized adjustments are required to meet P-401 smoothness and eliminate low points/ponding? b) If note (2) requires deviations from existing grades, is conformance measured to the plan spot elevations/gradelines (within P-401 tolerances) rather than strict replication of existing

grades? c) If spot elevations conflict with achieving a surface “free of low points,” which requirement governs?

RESPONSE: The intent is to generally match existing grades except where localized adjustments are required to meet P-401 smoothness and eliminate low points/ponding. If deviations from existing grades are required, conformance shall be measured to the plan elevations/grade lines. If spot elevations conflict with achieving a surface “free of low points,” paving a surface free of low points shall govern.

4. **QUESTION:** The Typical Section notes “Full depth mill and overlay (~4”)” while the bid schedule includes "Cold Milling – 4 inches". Please clarify the Owner/Engineer’s intent: a) Provide/confirm the existing asphalt concrete (AC) thickness within the project limits (as-builts, cores/GPR, or pavement evaluation data). b) Confirm whether milling is intended to be a fixed 4.0 inches, or variable depth (“full depth”) to the top of base course to remove all existing AC (which may vary). c) Confirm whether the new overlay thickness is intended to be fixed 4.0 inches or variable as required to tie in and match existing grades / meet final grade requirements.

RESPONSE: Coring data is not available, but past pavement reports suggest the Runway 8-26 AC pavement thickness ranges from 3.5” to 4” on aggregate basecourse. The intent is to mill down to basecourse and overlay in-kind to match existing grades. The drawings and specs have been amended for clarification.

5. **QUESTION:** Spec Section 02101, Part 4, Para. 4.01(A) states that "if the initial cut does not correct the condition, the Contractor shall re-mill and will be paid for the total depth of milling", while the bid item is Cold Milling – 4 Inches. Please clarify how milling depth greater than 4 inches will be directed, measured, and paid (e.g., under the existing bid item via adjusted quantity, under a separate bid item, or by change order).

RESPONSE: If a milling depth beyond 4” is required, the Contractor may be directed to conduct another milling pass. Measurement for the required variable depth may be made per square yard and payment for the additional variable milling may be made via change order.

6. **QUESTION:** Request to include Supplement to the proposal schedule a short supply clause for materials in short supply and beyond the control and without the fault of the contractor. These products include asphalt cement, Portland cement, reinforcing steel and structural steel. Given the contract duration plus the City’s 365 days to issue Notice to Proceed, a short supply clause will allow bidders to provide the City with their best possible pricing with more confidence that the contractor will be compensated for material escalation beyond their control.

RESPONSE: Proposal Pages P-10 to P-13 have been added in this Addendum No. 1

7. **QUESTION:** Request to include Supplement to the proposal schedule a short supply clause for materials in short supply and beyond the control and without the fault of the contractor. These products include asphalt cement, Portland cement, reinforcing steel and structural steel. A short supply clause will allow bidders to provide the State with their best possible pricing with more confidence that the contractor will be compensated for material escalation beyond their control.

RESPONSE: Proposal Pages P-10 to P-13 have been added in this Addendum No. 1

8. **QUESTION:** PART 1 OF 3: Based on Chapter 104, HRS and HAR 12-22-1, we respectfully request the State confirm that the truck drivers performing the duties described below are performing covered work and therefore must be paid the applicable prevailing wage rates and reported on certified payrolls. The revision is intended to more clearly describe the truck drivers' duties and how those duties are integrated into both the milling ("milling train") and paving ("paving train") operations on this State public works project. HAR 12-22-1 defines "construction of public work" broadly to include not only traditional craft work, but also "other activity performed by a laborer or mechanic employed at the site" when that activity is "an integral part of or is in conjunction with a construction contract," or where there is "substantial construction activity" involved.

RESPONSE: Bidders shall contact the State of Hawaii, Department of Labor and Industrial Relations to confirm whether truck drivers performing the work described in the bid documents are/are not covered under Chapter 104, Hawaii Revised Statutes.

9. **QUESTION:** PART 2 OF 3: Project-Specific Work Description (Why these truckers are integral, not "delivery only") 1) Milling / Cold Planing ("Milling Train") • Milling (cold planing) requires milled asphalt to be continuously conveyed into a truck that moves in unison with the milling machine/cold planer. • The truck is not stationary and must maintain coordinated movement with the milling machine for safe and continuous production. • Trucks queue on-site and cycle repeatedly: staging at the jobsite, engaging in the milling train, hauling milled material to the designated offload location, and returning to the jobsite to rejoin the milling operation. • During milling, drivers adjust truck position (e.g., forward/back movement) to balance loading while the milling machine advances, which is operationally necessary for the milling crew to continue production. These duties are part of the execution of the construction work and are performed in direct coordination with the milling operation; they are not incidental "drop and leave" delivery activity. Under HAR 12-22-1, the truck drivers' work is integral to and in conjunction with the construction contract.

RESPONSE: Bidders shall contact the State of Hawaii, Department of Labor and Industrial Relations to confirm whether truck drivers performing the work described in the bid documents are/are not covered under Chapter 104, Hawaii Revised Statutes.

10. **QUESTION:** PART 3 OF 3: Paving / HMA Delivery (“Paving Train”) • The same truck drivers may also cycle to the asphalt plant and return with hot-mix asphalt (HMA) for placement as part of the paving train. • HMA is offloaded into the paving machine or a Material Transfer Vehicle (MTV), and the trucks then stage on-site to support continuous paving production. • Drivers may alternate between milling and paving cycles depending on production needs and proximity of the offload site and plant, meaning their work remains continuously integrated with active construction operations. Per Memorandum No. WSD-2013-1, “time spent at the construction sit and time transporting the equipment and materials to and from the construction site are covered under the law.” Given the above, we request written confirmation that truck drivers performing these milling/paving-train duties are covered under Chapter 104/HAR 12-22-1 for purposes of (i) prevailing wage payment at the appropriate classification/rate and (ii) inclusion on weekly certified payrolls.

RESPONSE: Bidders shall contact the State of Hawaii, Department of Labor and Industrial Relations to confirm whether truck drivers performing the work described in the bid documents are/are not covered under Chapter 104, Hawaii Revised Statutes.