SECTION 203 – EXCAVATION AND EMBANKMENT

Make the following amendments to said Section:

(I) Amend **203.03(C)(2)(a) – Maximum Dry Unit Weight** from line 245 to line 255 to read as follows:

> "**(a) Maximum Dry Unit Weight.** Test for maximum dry unit weight according to AASHTO T 180, and apply the correction for fraction larger than 3/4 inch. Use Hawaii Test Method HDOT TM 5 for sample preparation of sensitive soils when so designated by the Engineer."

(II) Amend **203.03(D) – Subgrade Preparation** by adding the following after Line 328:

"All vegetation, organic soil, and volcanic ash shall be removed from the subgrade to reveal the underlying gravel fill or basalt rock formation."

(III) Amend **203.03(D)(2) – Density Requirement** from Line 337 to line 339 to read as follows:

(2) Density Requirement. No field density tests are needed on the exposed subgrade, however, the subgrade shall be proof-rolled with at least 5 passes of a 10-ton roller or larger. Should settlement or pumping occur, the subgrade soil must be scarified, moisture-conditioned and recompacted to an unyielding surface.

Should recompaction not be achievable, the material shall be removed down to the underlying basalt rock formation to repeat the proof-rolling process, with a D-8 dozer or larger. Should the proof-rolling reveal sinkholes or settlement, ripping of the basalt rock formation and proper filling of the area, after consultation with the Engineer shall be performed.

Where removal of unsuitable material is required, Aggregate Base Course shall be used to fill back up to the subgrade elevation indicated on plans. Aggregate Base Course shall be placed and subject to the field density testing and requirements of Section 304 – Aggregate Base Course."

(IV) Amend **203.04 – Measurement** by revising lines 345 to 366 to read as follows:

"**203.04 Measurement.**

(A) The Engineer will measure roadway excavation per cubic yard. The Engineer will compute quantities of roadway excavation by average end

area method and centerline distances. Curvature correction will not be applied to quantities within roadway prism, as indicated in the contract documents. In computing excavation quantities from outside the roadway prism, where roadway centerline is used as a base, curvature correction will be applied when centerline radius is 1,000 feet or less.

When roadway excavation quantities by average end area method cannot be computed due to the nature of a particular operation or changed conditions, the Engineer will determine and use computation method that will produce an accurate quantity estimate."

(V) Amend **203.05 – Payment** by revising lines 368 to 457 to read as follows:

"**203.05 Payment.** The Engineer will pay for the accepted pay items listed below at the contract price per pay unit, as shown in the proposal schedule. Payment will be full compensation for the work prescribed in this section and the contract documents.

The Engineer will pay for each of the following pay items when included in the proposal schedule:

	Pay Item	**Pay Unit**
(A)	Roadway Excavation	Cubic Yard

The Engineer will pay for:

(1) 15 percent of the contract bid price upon completion of obliterating old roadways and hauling.

(2) 30 percent of the contract bid price upon completion of preparing subgrade.

(3) 40 percent of the contract bid price upon completion of placing selected material in final position, rounding of slopes, and using water for compaction.

(4) 15 percent of the contract bid price upon completion of disposing of surplus excavation material.

The Engineer will pay for accepted quantities of subexcavation, as roadway excavation at the contract unit price per cubic yard, when ordered by the Engineer, for work prescribed in Subsection 203.03(A)(4) – Subexcavation. Payment will be full compensation for the work prescribed therein and in the contract documents.

The Engineer will pay for accepted quantities of unlined gutter excavation as roadway excavation at the contract unit price per cubic yard, when gutter is located as follows: within median area of a divided highway; and between roadbed shoulder and adjacent cut slope. Payment will be full compensation for removing and disposing of excavated material; backfilling and compacting; and for the work prescribed in the contract documents.

The Engineer will not pay for stockpiling selected material, placing selected material in final position, or placing selected material in windrows along tops of roadway slopes for erosion control work, separately and will consider the cost as included in the unit prices for the various excavation contract pay items. The cost is for work prescribed in this section and the contract documents.

The Engineer will not pay for overhaul separately and will consider the cost as included in the unit prices for the various excavation contract pay items. The cost is for work prescribed in this section and the contract documents.

The Engineer will not pay for embankment separately and will consider the cost as included in the unit price for roadway excavation. The cost is for work prescribed in this section and the contract documents."

END OF SECTION 203