STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

ADDENDUM NO. 1
for
ASPHALT PAVEMENT PRESERVATION, RESURFACING, AND RECONSTRUCTION AT VARIOUS LOCATIONS

FEDERAL-AID PROJECT NO. STP-0300(184)

FEBRUARY 15, 2022

This addendum shall make the following amendments to the Bid Documents:

A. SPECIFICATIONS

1. Replace Section 110 – INSTALLATION OF ASPHALT PAVEMENT PRESERVATION, RESURFACING, AND RECONSTRUCTION AT VARIOUS LOCATIONS dated 1/21/22 with the attached Section 110 – INSTALLATION OF ASPHALT PAVEMENT RESERVATION, RESURFACING, AND RECONSTRUCTION AT VARIOUS LOCATIONS dated r2/9/22.

2. Replace Section 301 – HOT MIX ASPHALT BASE COURSE dated 12/10/21 with the attached Section 301 – HOT MIX ASPHALT BASE COURSE dated r2/9/22.

3. Replace Section 401 – HOT MIX ASPHALT (HMA) PAVEMENT dated 1/20/22 with the attached Section 401 – HOT MIX ASPHALT (HMA) PAVEMENT dated r2/14/22.

4. Replace Section 414 – RECONSTRUCTION OF WEAKENED PAVEMENT AREAS dated 1/13/22 with the attached Section 414 – RECONSTRUCTION OF WEAKENED PAVEMENT AREAS dated r2/4/22.

B. PROPOSAL

1. Replace PROPOSAL SCHEDULE Pages P-14 through P-30 dated 1/21/2022 with the attached PROPOSAL SCHEDULE Pages P-14 through P-30 dated r2/14/2022.

The following is provided for information:

A. PRE-BID MEETING MINUTES

Attached are the February 3, 2022 Pre-Bid Meeting Notes for your information.

B. CONTRACTOR'S RFI

The response to Contractor's RFI are attached for your information.

Please acknowledge receipt of this Addendum No. 1 by recording the date of its receipt in the space provided on page P-4.

JADE T. BUTAY
Director of Transportation

Make this section part of the standard specifications:

"SECTION 110 – INSTALLATION OF ASPHALT PAVEMENT PRESERVATION, RESURFACING, AND RECONSTRUCTION AT VARIOUS LOCATIONS

110.01 Scope of Work. The work shall consist of furnishing all labor, necessary equipment, materials and traffic control, to repair pavement at various locations as requested. All work shall be performed within the existing pavement structure. All work shall be performed in a professional manner in accordance with current practices and this document. All asphalt and asphalt concrete base debris shall be removed daily at all locations. See Subsection 110.03 – Area of Coverage.

The Contractor shall work as directed by the Engineer or by the Highways Division's Oahu District Engineer.

The Department agrees to provide at least two weeks of pavement repair work for each request.

The Contractor shall possess an "A" General Engineering Contractor's license, or "C-3" Asphalt Paving and Surfacing Contractor's license, or "C-3a" Asphalt Concrete Patching, Sealing, and Striping Contractor's license for the full term of the contract, and shall have possessed the license prior to the award of the contract. Failure to meet this requirement shall be cause for disqualification.

Pavement repair shall consist of one of the following:

1. 2" Cold Planing and Resurfacing with Asphalt Pavement. Cold-plane damaged or deteriorated pavement areas at a depth of two (2) inches and resurface with new 2 inches Hot Mix Asphalt (HMA) Pavement, Mix No. IV, Polymer Modified Asphalt (PMA), or Stone Matrix Asphalt (SMA). The minimum width of the cold planed area shall be four (4) feet wide to include both vehicle wheel ruts in the reconstructed area. The new resurfaced finish grade shall be the existing road grade. Pavement surface that varies more than 3/16 inch from testing edge of straightedge between two contacts exceeds surface tolerance.

Schedule the work so that the areas are resurfaced before the completion of the day's work.

2. 3" Cold Planing and Resurfacing with Asphalt Pavement. Cold-plane damaged or deteriorated pavement areas at a depth of three (3) inches and resurface with new 3 inches HMA Pavement, Mix No. IV, PMA or SMA Pavement. The minimum width of the cold planed

area shall be four (4) feet wide to include both vehicle wheel ruts in the reconstructed area. The new resurfaced finish grade shall be the existing road grade. Pavement surface that varies more than 3/16 inch from testing edge of straightedge between two contacts exceeds surface tolerance.

Schedule the work so that the areas are resurfaced before the completion of the day's work.

4. Reconstruction of Weakened Pavement Areas. Excavate to the depth as directed by the Engineer, backfill the excavated weakened pavement areas with HMA Base Course, and resurface with HMA Pavement, Mix No. IV. The new resurfaced finish grade shall be the existing road grade. Pavement surface that varies more than 3/16 inch from testing edge of straightedge between two contacts exceeds surface tolerance.

Prior to placement of the asphalt base course, the exposed subbase or subgrade shall be recompacted to a dense and unyielding condition.

The Contractor may elect to reconstruct the entire depth of the pavement reconstruction with HMA base course in preparation of cold planing as a separate operation, but the State will not pay for the extra HMA base course and excavation.

Schedule the work so that the excavated areas are backfilled before the completion of the day's work.

5. Scarify Existing Pavement. Scarify pavement as directed. The intention of this work is to enhance skid resistance on the highway. Scarifying shall be parallel to the direction of traffic flow, shall be accomplished with a cold planer, and at an amplitude not to exceed one-quarter inch (1/4") or as directed by the Engineer. The pavement shall be scarified as a width of four (4) feet or as directed by the Engineer on the travel way only, and all existing pavement markings shall be preserved (in other words, scarify between the yellow and white stripes only). A seal coat of emulsified asphalt, diluted with water at a ratio of 1:1, shall be applied to the scarified areas.

6. Cut Cores in Existing Pavement. Cut four-inch (4") diameter sample cores to the full depth of the existing pavement. The intention of this work is to determine the condition of the underlying pavement structure and base. The number of cores and the location of the sampling shall be as directed. The core holes

shall be filled with hot mix AC of the type used in the paving of the section being repaired.

7. Leveling of Existing Pavement. Install HMA Concrete Pavement to level dips, sags, and depressions as directed by the Engineer. The new leveled surface finish grade shall be the existing road grade. Pavement surface that varies more than 3/16 inch from testing edge of straightedge between two contacts exceeds surface tolerance.

8. Slurry Seal. See Section 404 – Slurry Seal.

If the existing pavement marking is required to be removed during pavement repair or other work done under this contract, the Contractor shall install temporary pavement markings. This work shall be considered incidental to the appropriate pavement repairs.

110.02 Contract Period and Option to Extend. The period of the contract shall be for 12 months commencing from the Start Work Date indicated from the Department. There is an option to extend for 4 additional 12 month periods, without re-bidding, upon mutual agreement in writing prior to the contract expiration date, provided the initial bid price remains the same. The maximum contract period is 60 months.

Failure by the Contractor to execute the amendment to extend the contract within the number of days specified under Section 103.07 - Failure to Execute Contract may be cause for cancellation of the written agreement to extend the contract and may be subject to disqualification from bidding future projects for a two-year period in accordance with Section 102.12 - Disqualification of Bidders.

To compensate for escalation during the maximum contract period the Department will adjust the Unit Prices of all items on the Proposal Schedule by 2% on the start date of an extension period. The price adjustment shall not be applied to contract change orders issued within the current contract year or work orders that have already been issued to the contractor.

110.03 Area of Coverage. The project requires the Contractor to repair pavement at various locations on the Island of Oahu. Work shall be grouped into four areas along with the corresponding routes as shown on the attached map of the island of Oahu (Figure 1). Note: There are numerous side streets with or without route numbers along State highways where State Jurisdiction extends various distances into side streets.

The four areas are:

(A) Area 1:

Route 64,	Sand Island Access Road/ Sand Island Parkway Nimitz Highway (92) to Coast Guard Station Gate
Route 78,	Moanalua Freeway Kamehameha Highway (99) On-Ramp to Moanalua Freeway to Moanalua Freeway Overpass (Structure over H-1)
Route 92,	Nimitz Highway Main Gates at Pearl Harbor and Hickam AFB to Richards Street
Route 92,	Ala Moana Boulevard Richards Street to 135 feet South of Kalakaua Avenue
Route 99,	Kamehameha Highway (Keehi Interchange) Middle Street (7415) to Kalihi Stream Bridge
Route 99,	Kamehameha Highway Waiawa Interchange to Pearl Harbor Interchange
Route 7239,	Ulune Extension/ Halawa Valley Road North East of Kahuapaani Street to Iwaiwa Street
Route 7241,	Kahuapaani Street Salt Lake Boulevard to Halawa Heights Road
Route 7241,	Halawa Heights Road Kikania Street to Fernridge Place
Route 7310,	Puuloa Road Nimitz Highway (92) to Mahiole Street
Route 7345,	Jarrette White Road Mahiole Street to Tripler Hospital Gate
Route 7350,	Bougainville Drive Radford Drive (7351) to Vicinity of Radford High School
Route 7351,	Radford Drive Kamehameha Highway (99) to Bougainville Drive (7350)
Route 7413,	Liliha Street North King Street to School Street
Route 7415,	Middle Street Kamehameha Highway (99) to Mauka of H-1 Freeway
*Route H-1,	Waiawa Interchange to Kahauiki Interchange Pearl City/ Waipahu to Middle Street
Route H-3,	Halawa Interchange to Halawa Portal of Harano Tunnels
Route H201,	Moanalua Freeway

		Moanalua Freeway Overpass (Structure over H-1) to Kahauiki Interchange
		Ala Ike Street (Leeward Community College)
		Kaua Street
		Middle Street (7415) to Pineapple Place
		Lagoon Drive
		Nimitz Highway (92) to Koapaka Street
		Moanalua Road (Waiau Interchange)
		Ewa of Kaulike Drive to Kokohead of Hoomalu Street
		North King Street
		Middle Street (7415) to Ola Lane Overpass
		Pacific Street
		425 feet West of Nimitz Highway Outbound Centerline and Inbound lanes in Iwilei
		Salt Lake Boulevard
		Kahuapaani Street (7241) to Luapele Drive
		Sumner Street
		Between Nimitz Highway (92) Outbound and Inbound lanes in Iwilei
		Waiawa Road (Near Leeward Community College)
		Farrington Highway (99) to Ala Ike Street

(B) Area 2:

Route 76,	Fort Weaver Road Navy Reservation Gate to Interstate Route H-1
Route 93,	Farrington Highway Palailai Interchange to Kaena Point State Park
Route 93,	Farrington Highway (Makakilo Interchange) Intersection of Fort Barrette Road (901) and Makakilo Drive, 500 feet on both sides of intersection
Route 99,	Farrington Highway Waiawa Interchange
Route 750,	Kunia Road Interstate Route H-1 to Wilikina Drive (99)
Route 901,	Fort Barrette Road Barbers Point Naval Reservation to Makakilo Drive Overpass
Route 7101,	Farrington Highway Fort Weaver Road (76) to Waiawa Interchange
Route 7110,	Farrington Highway Fort Weaver Road (76) to Old Fort Weaver Road
Route 7141,	Iroquois Road

		Fort Weaver Road (76) to West Loch Ammunition Depot
	Route 7142,	Waipahu Street Kamehameha Highway (99) to Makai End of H-1 Overpass
	Route H-1,	Kalaeloa Boulevard to Waiawa Interchange

(C) Area 3:

Route 80,	Kamehameha Highway Wilikina Drive (99) to Kamananui Road (99)
Route 83,	Joseph P. Leong Highway Kamehameha Highway (99) to Kamehameha Highway (83)
Route 83,	Kamehameha Highway Kahalewai Place to Kahaluu Bridge
Route 83,	Kahekili Highway Kahaluu Bridge to Intersection of Kahekili Highway (83) and Likelike Highway (63)
Route 83,	Likelike Highway Intersection of Likelike Hwy (63) and Kamehameha Hwy (83) to Kaneohe Bay Drive (65)
Route 83,	Kamehameha Highway Intersection of Likelike Hwy (63) & Kaneohe Bay Drive (65) to Pali Hwy (61)
Route 99,	Kamehameha Highway Weed Junction (Haleiwa) to Kamananui Road (99)
Route 99,	Kamananui Road Kamehameha Highway (99) to Wilikina Drive (99)
Route 99,	Wilikina Drive Kamananui Road (99) to Kamehameha Hwy (99) at Wahiawa Interchange
Route 930,	Farrington Highway Dillingham Airfield to Kaukonahua Road at Thompson Corner
Route 930,	Kaukonahua Road Kaukonahua Road at Thompson Corner to South of Paukauila Stream
Route 7012,	Whitmore Avenue Kamehameha Highway (99) to Helemano Naval Reservation
Route 7013,	Meheula Parkway (Mililani Interchange) Beginning of Northbound On-Ramp to End of Southbound Off-Ramp
Route 7160,	Ka Uka Boulevard (Waipio Interchange)

		Moaniani Street to the beginning of Mililani Memorial Park Road
	Route H-2,	Wahiawa Interchange to Waiawa Interchange
		Leilehua Golf Course Road (Leilehua Interchange)
		Kamehameha Highway (99) to Northbound Off-Ramp (H-2)

(D) Area 4:

Route 61,	Pali Highway
	Vineyard Boulevard (98) to Castle Junction
Route 61,	Kalanianaole Highway
	Castle Junction to Waimanalo Junction
Route 61,	Kailua Road
	Waimanalo Junction to Kawainui Bridge
Route 63,	Kalihi Street
	Nimitz Highway (92) to School Street
Route 63,	Likelike Highway
	School Street to Intersection of Kahekili Hwy (83) & Likelike Hwy (83)
Route 65,	Kaneohe Bay Drive
	Kamehameha Highway (83) to Vicinity of Kaimalu Place
Route 65,	Kaneohe Bay Drive
	Malae Place to Kailua Interchange (H-3)
Route 65,	Mokapu Saddle Road
	Kaneohe Bay Drive (65) to Ilipilio Street
Route 65,	Mokapu Boulevard
	Ilipilio Street to North Kalaheo Avenue
Route 72,	Kalanianaole Highway
	Waimanalo Junction to Ainakoa Avenue
Route 98,	Vineyard Boulevard
	H-1 Off-Ramp & Olomea Street to H-1 On-Ramp (Pedestrian Overpass)
Route 98,	Halona Street
	Houghtailing Street to Palama Street
Route 98,	Olomea Street
	Houghtailing Street to Palama Street
Route 7601,	Old Waialae Road (Kapiolani Interchange)
	Kapiolani Boulevard to North King Street
Route 7801,	Waialae Avenue
	17th Avenue to Kilauea Avenue
*Route H-1,	Middle Street (7415) to Ainakoa Avenue
Route H-3,	Haiku Portal of Harano Tunnel to Kaneohe Marine Corp Base
	Bingham Street

321	Punahou Street to Vicinity of Isenberg Street
322	Funchal Street
323	Pauoa Road to Pali Highway (61)
324	Kapahulu Avenue
325	Harding Avenue to Kapiolani Boulevard
326	Keeaumoku Street
327	Kinau Street to Kaihee Street
328	Kokohead Avenue
329	Harding Avenue to Pahoa Avenue
330	Lunalilo Street
331	Ernest Street to Keeaumoku Street
332	McCully Street
333	Beretania Street to Dole Street
334	Metcalf Street
335	Dole Street to Alexander Street
336	Papaku Place
337	Near Piikoi/H-1 On-Ramp (East)
338	South King/ Harding Avenue
339	Waialae Avenue (near Humane Society) to Second
340	Avenue
341	Waiaka Road
342	Waiaka Place to Kapiolani Boulevard
343	Waokanaka Street

*Note: Night work is required. Refer to Section 110.04 – Safety and Convenience.

110.04 Safety and Convenience. The Contractor shall at all times conduct his work to assure the least possible obstruction to public traffic. The Safety and convenience of the general public and the protection of persons and property is of utmost importance, and the Contractor shall provide appropriate traffic control and safety measures. The Contractor and his employees shall treat members of the public in a fair and polite manner. Workers shall present a professional appearance and conduct themselves in a professional manner at all times.

All Traffic Control and safety measures shall be done in Conformance with the "Administrative Rules of Hawaii Governing the Use of Traffic Control Devices at Work Sites on or Adjacent to Public Streets and Highways" adopted by the Director of Transportation, and the current U.S. Federal Highway Administration "Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition. Costs for traffic control shall include set-up and removal of all signs, cones, delineators, barricades, flag persons, police officers, arrow boards, etc., and shall be included in the sign replacement proposal price. See Section 645 – Work Zone Traffic Control.

Do not close traffic lanes or slow down traffic during the following peak hours (unless otherwise approved by the engineer):

Morning Peak Hours	6:00 A.M. to 8:30 A.M.
Afternoon Peak Hours	3:00 P.M. to 6:00 P.M.

Above peak hours are daily except Saturdays, Sundays and holidays.

Morning Peak Hours from 6:00 A.M. to 9:00 A.M. shall be observed for Interstate Routes H-2 and H-3, Likelike and Pali Highways, Nimitz Highway/ Ala Moana Boulevard, and Fort Weaver Road.

Night work is required for Interstate Route H-1 (from Palailai Interchange to Ainakoa Avenue). Areas 1 and 4 are affected. Allowable nighttime lane closure hours will vary depending on work locations and number of lanes to be closed. A noise variance permit is required and shall be obtained by the Contractor.

The Contractor must notify all private property owners in the vicinity where pavement repair is performed in the event that the work may hinder access to their property. The Contractor must also secure permission prior to entering private property to do pavement repair, if any.

The Contractor shall remove debris daily and shall leave the work site in a condition equal to or cleaner than prior to commencing work. The Contractor shall be responsible for all hauling and lawful disposal of debris. Any unauthorized or illegal disposal is grounds for termination of the contract.

110.05 Hours of Operation. The Contractor shall be available to provide the specified services during normal working hours and complete the services within the period specified in the work order or as directed by the Engineer. Normal working days and hours for the project are defined as Monday through Friday, 8:30 A.M. to 3:00 P.M., except for State holidays. Refer to Section 645 – Work Zone Traffic Control. Authorized Highways personnel will contact the Contractor to schedule work, as needed. All services requested after normal work hours may be charged in accordance with Subsection 107.04 – Overtime and Night Work. The Contractor shall obtain a noise variance permit if night work is required.

110.06 Disposal of Debris. The Contractor shall be responsible for all hauling and dump fees and shall include the cost of these items in his bid. Any unauthorized or illegal disposal is grounds for termination of the contract.

110.07 Work Orders. The Engineer or his representative shall prepare a work order (Figure 2) for each pavement repair or group of pavement repairs in the same location. Within 48 hours of receiving a work order, the Contractor shall submit a proposed work schedule that demonstrates that work will begin within 2 weeks and be completed by the date indicated on the work order. At certain work sites,

erosion control plans or BMP plans will be requested by the Engineer. Submit the signed work order, proposed schedule and BMP plans for approval to the Oahu District Office, 727 Kakoi Street, Honolulu, Hawaii 96819. Work shall not be performed unless the Contractor receives an approval from the Engineer. The Engineer or his representative shall authorize any increases in the total price.

110.08 Basis of Payment. Pavement repairs will be made through work orders placed with the Contractor during the contract period for which payment will be based on the quantities placed and the unit bid prices in the proposal schedule which prices shall include payment for all materials, equipment, tools, labor, and incidentals necessary to complete the pavement repairs.

The Contractor shall submit monthly invoices to the Oahu District Office, 727 Kakoi Street, Honolulu, Hawaii 96819, if services are rendered. (See Subsection 109.08 - Progress Payments).

The contract unit prices shall be full compensation for furnishing all labor, materials (as listed in Section 104 SCOPE OF WORK), tools, equipment, trucks, traffic control, applicable taxes and incidentals to complete the work."

END OF SECTION 110

SECTION 301 – HOT MIX ASPHALT BASE COURSE

Make the following amendments to said Sections:

(I) Amend **Section 301.03(B) Compaction** by revising the second paragraph from lines 84 to 87 to read as follows:

"Compact mixture immediately upon completion of spreading operations to density of not less than 92.0 percent of maximum theoretical specific gravity in accordance with AASHTO T 209, modified by deletion of Supplemental Procedure for Mixtures Containing Porous Aggregate."

(II) Amend **Section 301.04 Measurement** from lines 98 to 100 to read as follows:

"**301.04 Measurement.**

The Engineer will measure HMAB course per square yard in accordance with contract documents."

(III) Amend **Section 301.05 Payment,** from lines 102 to 111 to read as follows:

"**301.05 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 one of the following pay items when included in the proposal schedule:

Pay Item	**Pay Unit**
_____ HMA Base Course	Square Yard

(1) 80% of the contract unit price upon completion of submitting a job-mix formula acceptable to the Engineer; preparing the surface, spreading, and finishing the mixture; and compacting the mixture by rolling;

(2) 20% of the contract unit price upon completion of cutting samples from the compacted pavement for testing; placing and

compacting the sampled area with new material conforming to the surrounding area; protecting the pavement; and final analysis.

The Engineer may, in lieu of requiring removal and replacement, use the sliding scale factor to accept HMAB compacted below 92.0 percent. The Engineer will make payment for the material in that production day at a reduced price arrived at by multiplying the contract unit price by the pay factor shown in Table 301.05-1.

Table 301.05-1 – Sliding Scale Pay Factor

Percent Compaction	Percent Payment
92.0 or greater	100
90.0 – 91.9	80
<90.0	Removal

“

END OF SECTION 301

SECTION 401 – HOT MIX ASPHALT (HMA) PAVEMENT

401.01 Description. This section describes furnishing and placing dense graded HMA pavement (herein referred to as HMA) on a prepared surface.

401.02 Materials.

Asphalt Cement (PG 64-16) 702.01A

Use for non-surface mixes, unless otherwise specified in the project documents.

Asphalt Cement (PG 64E-22) 702.01B

Use for all surface mixes, except for on Lanai and Molokai, and unless otherwise specified in the project documents. Polymer modified asphalt (PMA) pavement refers to asphalt mix using PG 64E-22, unless otherwise indicated.

Emulsified Asphalt 702.04

Warm Mix Asphalt Additive 702.06

Aggregate for Hot Mix Asphalt Pavement 703.09

Filler 703.15

Hydrated Lime or a liquid anti-strip approved by the engineer 712.03

(A) General. HMA pavement shall be plant mixed and shall include mixture of aggregate and asphalt binder and may include reclaimed asphalt pavement (RAP) or filler, or both.

The manufacture of HMA may include warm mix asphalt (WMA) processes in accordance with these specifications. WMA processes include combinations of organic additives, chemical additives, and foaming.

HMA pavement shall include surface course and may include one or more binder courses, depending on HMA pavement thickness indicated in the contract documents.

RAP is defined as removed or reprocessed pavement materials containing asphalt and aggregates. Process RAP by crushing until 100 percent of RAP passes 3/4-inch sieve. Size, grade uniformly, and combine materials such that blend of RAP and aggregate material conforms to grading requirements of Subsection 703.09 - Aggregate for Hot Mix Asphalt Pavement.

In surface and binder courses, aggregate for HMA may include RAP quantities up to 20 percent of total mix weight.

Quantity of filler material to correct deficiencies in aggregate gradation passing the No. 200 sieve shall not exceed 3 percent by weight of fine aggregates.

(B) Job-Mix Formula and Tests. Design job-mix formula in accordance with procedures contained in current edition of Asphalt Institute's *Mix Design Methods for Asphalt Concrete and Other Hot Mix Types,* Manual Series No. 2 (MS-2) for either Marshall Method or Hveem Method of Mix Design.

Limit compacted lift thickness and asphalt content of job-mix formula as specified in Table 401.02-1 - Limits of Compacted Lift Thickness and Asphalt Content.

TABLE 401.02-1 - LIMITS OF COMPACTED LIFT THICKNESS AND ASPHALT CONTENT

MIX NO.	II	III	IV	V
Minimum to Maximum Compacted Thickness for Individual Lifts (Inches)	2-1/4 to 3	2 to 3	1-1/2 to 3	1-1/4 to 3
Asphalt Content Limits (Percent of Total Weight of Mix)	3.8 to 6.1	4.3 to 6.1	4.3 to 6.5	4.8 to 7.0

Asphalt content limits for porous aggregate may be exceeded only if it is requested ahead of placement and is reviewed then accepted in writing by the Engineer.

Meet job-mix formula design criteria specified in Table 401.02-2 - Job-Mix Design Criteria.

TABLE 401.02-2 - JOB-MIX FORMULA DESIGN CRITERIA	
Hveem Method Mix Criteria (AASHTO T 246 and AASHTO T 247)	
Stability, minimum	37
Air Voids (percent)[1]	3 - 5
Marshall Method Mix Criteria (AASHTO T 245)	
Compaction (number of blows each end of specimen)	75
Stability, minimum (pounds)	1,800
Flow (x 0.01 inch)	8 - 16
Air Voids (percent)[1]	3 - 5
Notes: 1. Air Voids: AASHTO T 166 or AASHTO T 275; AASHTO T 209, AASHTO T 269.	

Minimum percent voids in mineral aggregates (VMA) of job-mix formula shall be as specified in Table 401.02-3 - Minimum Percent Voids in Mineral Aggregates (VMA).

TABLE 401.02-3 - MINIMUM PERCENT VOIDS IN MINERAL AGGREGATES (VMA)					
Nominal Maximum Particle Size, (Inches)	1-1/2	1	3/4	1/2	3/8
VMA, (percent)[1]	11.0	12.0	13.0	14.0	15.0
Notes: 1. VMA: See Asphalt Institute Manual MS-2					

(C) Submittals. Establish and submit job-mix formula for each type of HMA pavement mix indicated in the contract documents a minimum of 30 days before paving production. Job mix shall include the following applicable information:

(1) Design percent of aggregate passing each required sieve size.

(2) Design percent of asphalt binder material (type determined by type of mix) added to the aggregate (expressed as % by weight of total mix),

(3) Design proportion of processed RAP.

(4) Design temperature of mixture at point of discharge at paver.

(5) Source of aggregate.

(6) Grade of asphalt binder.

(7) Test data used to develop job-mix formula.

Except for item (4) in this subsection, if design requirements are modified after the Engineer accepts job-mix formula, submit new job-mix formula before using HMA produced from modified mix design. Submit any changes to the design temperature of mixture at point of discharge for acceptance by the Engineer.

Submit a certificate of compliance for the asphalt binder, accompanied by substantiating test data from a certified testing laboratory.

(D) Range of Tolerances for HMA. Provide HMA within allowable tolerances of accepted job-mix formula as specified in Table 401.02-4 - Range of Tolerances These tolerances are not to be used for the design of the job mix, they are solely to be used during the testing of the production field sample of the HMA mix.

TABLE 401.02-4 - RANGE OF TOLERANCES HMA	
Passing No. 4 and larger sieves (percent)	± 7.0
Passing No. 8 to No. 100 sieves (inclusive) (percent)	± 4.0
Passing No. 200 sieve (percent)	± 3.0
Asphalt Content (percent)	± 0.4
Mixture Temperature (degrees F)	± 20

The tolerances shown are the allowable variance between the physical characteristics of laboratory job mix submitted mix design and the production or operational mix, i.e., field samples.

401.03 Construction.

(A) Weather Limitations. Placement of HMA shall not be allowed under the following conditions:

(1) On wet surfaces, e.g., surface with ponding or running water, surface that has aggregate or surface that appears beyond surface saturated dry, as determined by the Engineer.

(2) When air temperature is below 50 degrees F and falling. HMA may be applied when air temperature is above 40 degrees F and rising. Air temperature will be measured in shade and away from artificial heat.

(3) When weather conditions prevent proper method of construction.

(B) Equipment.

(1) Mixing Plant. Use mixing plants that conform to AASHTO M 156, supplemented as follows:

(a) All Plants.

1. Automated Controls. Control proportioning, mixing, and mix discharging automatically. When RAP is incorporated into mixture, provide positive controls for proportioning processed RAP.

2. Dust Collector. AASHTO M 156, Requirements for All Plants, Emission Controls is amended as follows:

Equip plant with dust collector. Dispose of collected material. In the case of baghouse dust collectors, dispose of collected material or return collected material uniformly.

3. Modifications for Processing RAP. When RAP is incorporated into mixture, modify mixing plant in accordance with plant manufacturer's recommendations to process RAP.

(b) Drum Dryer-Mixer Plants.

1. Bins. Provide separate bin in cold aggregate feeder for each individual aggregate stockpile in mix. Use bins of sufficient size to keep plant in continuous operation and of proper design to prevent overflow of material from one bin to another.

2. Stockpiling Procedures. Separate aggregate for Mix II, Mix III and Mix IV into at least three stockpiles with different gradations as follows: coarse, intermediate, and fine. Separate aggregates for Mix V into at least two stockpiles. Stockpile RAP separately from virgin aggregates.

3. Checking Aggregate Stockpile. Check condition of the aggregate stockpile often enough to ensure that the aggregate is in optimal condition.

(c) Batch and Continuous Mix Plants.

1. Hot Aggregate Bin. Provide bin with three or more separate compartments for storage of screened aggregate fractions to be combined for mix. Make partitions between compartments tight and of sufficient height to prevent spillage of aggregate from one compartment into another.

2. Load Cells. Calibrated load cells may be used in batch plants instead of scales.

(2) Hauling Equipment. Use trucks that have tight, clean, smooth metal beds for hauling HMA.

Thinly coat truck beds with a minimum quantity of non-stripping release agent to prevent mixture from adhering to beds. Diesel or petroleum-based liquid release agents, except for paraffin oil, shall not be used. Drain excess release agent from truck bed before loading with HMA.

Provide a designated clean up area for the haul trucks.

Equip each truck with a tarpaulin conforming to the following:

(a) In good condition, without tears and holes.

(b) Large enough to be stretched tightly over truck bed, completely covering mix. The tarpaulin shall be secured in such a manner that it remains stretched tightly over truck bed and HMA mix until the bed is about to be raised up in preparation for discharge.

(3) Asphalt Pavers. Use asphalt pavers that are:

(a) Self-contained, power-propelled units.

(b) Equipped with activated screed or strike-off assembly, heated if necessary.

(c) Capable of spreading and finishing courses of HMA mixtures in lane widths applicable to typical section and thicknesses indicated in the contract documents.

(d) Equipped with receiving hopper having sufficient capacity for uniform spreading operation.

(e) Equipped with automatic feed controls to maintain uniform depth of material ahead of screed.

(f) Equipped with automatic screed controls with sensors capable of sensing grade from outside reference line, sensing transverse slope of screed, and providing automatic signals to control screed grade and transverse slope.

(g) Capable of operating at constant forward speeds consistent with satisfactory laying of mixture.

(h) Equipped with a means of preventing the segregation of the coarse aggregate particles from the remainder of the bituminous plant mix when that mix is carried from the paver hopper back to the paver augers. The means and methods used shall be approved by the paver manufacturer and may consist of chain curtains, deflector plates, or other such devices and any combination of these.

The following specific requirements shall apply to the identified bituminous pavers:

1. **Blaw-Knox Bituminous Pavers.** Blaw-Knox bituminous pavers shall be equipped with the Blaw-Knox Materials Management Kit (MMK).

2. **Cedarapids Bituminous Pavers.** Cedarapids bituminous pavers shall be those that were manufactured in 1989 or later.

3. Barber-Green/Caterpillar Bituminous Pavers. Barber-Green/Caterpillar bituminous pavers shall be equipped with deflector plates as identified in the December 2000 Service Magazine entitled "New Asphalt Deflector Kit {6630, 6631, 6640}".

Bituminous pavers not listed above shall have similar attachments or designs that shall make them equivalent to the bituminous pavers listed above. The Engineer will solely decide if it is equal to or better that the setups described for the equipment listed above.

Submit for review and acceptance, prior to the start of using the paver for the placing of plant mix, a full description in writing of the means and methods that will be used to prevent the bituminous paver from having both aggregate and temperature segregation. Use of any paver that has not been accepted is prohibited until acceptance of the paver is received from the Engineer. Any pavement placed with an unaccepted paver will be regarded as not compliant work and may not be paid for and may require removal.

Supply a Certificate of Compliance that verifies that the manufacturer's approved means and methods used to prevent bituminous paver from having both aggregate and temperature segregation have been implemented on all pavers used on the project and are working in accordance with the manufacturer's requirements and Contract Documents.

(4) Rollers. Rollers shall be self-propelled, steel-tired tandem, pneumatic-tired, or vibratory-type rollers capable of reversing without shoving or tearing the just placed HMA mixture. Provide sufficient number, sequencing, type, and rollers of sufficient weight to compact the mixture to required density while mixture is still in workable condition unless otherwise indicated. Equipment shall not excessively crush aggregate. Operate rollers in accordance with manufacturer's recommendations and Contract Documents. The use of intelligent compaction is encouraged and may be required elsewhere in the Contract Documents.

(a) Steel-Tired Tandem Rollers. Steel-tired tandem rollers used for initial breakdown or intermediate roller passes shall have minimum gross weight of 12 tons and shall provide minimum 250-pound weight per linear inch of width on drive wheel.

Steel-tired tandem rollers used for finish roller passes shall have minimum total gross weight of 3 tons.

Do not use roller with grooved or pitted rolling drum or worn scrapers or wetting pads. Replace excessively worn scrapers and wetting pads before use.

(b) Pneumatic-Tired Rollers. Pneumatic-tired rollers shall be oscillating-type, equipped with smooth-tread pneumatic tires of equal size and diameter. Maintain tire pressure within 5 pounds per square inch of designated operational pressure when hot. Space tires so that gaps between adjacent tires are covered by following set of tires.

Pneumatic-tired rollers used for breakdown or intermediate roller passes shall have a ballast capable of establishing an operating weight per tire of not less than 3,000 pounds. Equip rollers with tires having minimum 20-inch wheel diameter with tires inflated to 70 to 75 pounds per square inch pressure when cold and 90 pounds per square inch when hot. Equip rollers with skirt-type devices to maintain temperature of tires during rolling operations.

Pneumatic-tired rollers used for kneading finished asphalt surfaces shall have a ballast capable of establishing an operating weight per tire of not less than 1,500 pounds. Equip rollers with tires having minimum 15-inch wheel diameter with tires inflated to 50 to 60 pounds per square inch pressure. If required, equip rollers with skirt-type devices to maintain temperature of tires during rolling operations.

(c) Vibratory Rollers. Vibratory rollers shall be steel-tired tandem rollers having minimum total weight of 3 tons. Equip vibratory rollers with amplitude and frequency controls and speedometer. Operate vibratory roller in accordance with manufacturer's recommendations. For very thin lifts, 1 inch or less in thickness, vibratory rollers shall not be used in the vibratory mode. Instead, operate the unit in the static mode.

(5) Hand Tools. Keep hand tools used in production, hauling, and placement of HMA clean and free of contaminants. Diesel or mineral spirits or other cleaning material that is potentially deleterious to HMA may be used to clean hand tools providing:

(a) It does not contaminate HMA with cleaning material.

(b) Clean hand tools over catch pan with capacity to hold all the cleaning material.

(c) Remove all diesel or mineral spirits or other cleaning material that is potentially deleterious to HMA from hand tools before using with HMA.

(d) Hand tools used shall be in a condition such that it meets the requirements that it was manufactured for, e.g., a straightedge shall meet the straightness requirement of the manufacturer.

(6) Material Transfer Vehicle (MTV).

(a) Usage. MTV usage applies to surface courses of paving projects on all Islands except Lanai, unless otherwise indicated. When placing HMA surface course use MTV to independently deliver mixtures from hauling equipment to paving equipment. MTV usage will not be required for the following:

1. Projects with less than 1,000 tons of HMA.

2. Temporary pavements.

3. Bridge deck approaches.

4. Shoulders.

5. Tapers.

6. Turning lanes.

7. Driveways.

8. Areas with low overhead clearances.

(b) Equipment. When using MTV, install minimum 10-ton-capacity hopper insert in conventional paver hopper. Provide the following equipment:

1. High-capacity truck unloading system in MTV capable of receiving HMA from hauling equipment.

2. MTV storage bin with minimum 15-ton capacity.

3. An auger mixing system in one of the following:

the MTV storage bin, or paver hopper insert, or paver hopper to continuously mix HMA prior to discharging to the paver's conveyor system.

Avoid stop-and-go operations by coordinating plant production rate, number of haul units, and MTV and paver speeds to provide a continuous, uniform, segregation-free material flow and smooth HMA pavement. Maintain uniform paver speed to produce smooth pavements.

(c) Performance Evaluation. Evaluate the performance of MTV and mixing equipment by measuring mat temperature profile immediately behind paver screed on first day of paving and when it feels the need to do so due to perceived changes in performance or as directed by the Engineer.

Use a hand-held temperature device that has been calibrated within the past 12 months. It shall be an infrared temperature gun is capable of measuring in one degree or finer increments between the temperatures of 80 degrees to 400 degrees F with a laser to indicate where the temperature reading is being taken. Six temperature profile measurements shall be taken of mat surface using infrared temperature gun at 50-foot intervals behind paver. Each temperature profile shall consist of three surface temperature measurements taken transversely across the mat in approximately a straight line from screed while paver is operating. For each profile, temperatures shall be measured approximately 1 foot from each edge and in middle of mat. The difference between maximum and minimum temperature measurements for each temperature profile shall not exceed 10 degrees F. If any two or more temperature profiles exceeds the allowable 10-degree F temperature differential, halt paving operation and adjust MTV or mixing equipment to ensure that material placed by paver meets specified temperature requirements. Redo the measuring of mat temperature profile until adjustment of the MTV or mixing equipment is adequate. Submit all temperature profiles to the Engineer by next business day. Information on the report shall show location and temperature readings and time test was performed. Enough information shall be given, so the Engineer will be able to easily locate the test site of the individual measurement.

When requested temperature profile measurements shall be done in the presence of the Engineer.

Once adjustments are made, repeat measurement procedure for the next two placements to verify that material placed by paver meets specified temperature requirements. Terminate paving if temperature profile requirements are not met during repeated measurement procedure. If equipment fails to meet requirements after measurement procedure is repeated once, replace equipment before conducting any further temperature profile measurements

The Engineer may perform surface temperature profile measurements at any time during project. The Engineer may in lieu of a hand-held infrared temperature device use an infrared camera or device that is capable of measuring temperatures to locate cold spots. If such cold spots exist, the Engineer may require adjustments to the MTV.

If bleeding or fat spots occur in the pavement adjust means and methods to eliminate such pavement defects and perform remedial repair to pavement acceptable to the Engineer. Bleeding is defined as excess binder occurring on the surface of the pavement. It may create a shiny, glass-like, reflective appearance and may be tacky to the touch. Fat spots are localized bleeding.

(d) Transport.

1. Trailered MTV. Transport MTV by means of truck-tractor/trailer combination in accordance with Chapter 104 of Title 19, Department of Transportation, entitled "The Movement by Permit of Oversize and Overweight Vehicles on State Highways".

2. Crossing Bridges for Self-Powered MTV. When self-powered MTV exceeds legal axle or total weight limits for vehicles under the HRS, Chapter 291, conform to the following when crossing bridges within project limits unless otherwise indicated:

a. Completely remove mix from MTV.

b. Move MTV at relatively constant speed not exceeding 5 miles per hour. MTV will not be allowed to stop on bridge.

c. No other vehicle or equipment will be allowed on bridge.

d. The MTV shall not attempt to cross a bridge where the posted load limit is less than or equal to the weight of the MTV empty. Permission to cross the bridge shall be obtained from the Engineer and HWY-DB in writing.

(C) Preparation of Surface. Clean existing pavement in accordance with Section 310 - Brooming Off. Apply tack coat in accordance with Section 407 - Tack Coat. Tack coat shall not be applied to surfaces to receive an application of joint adhesive.

Where indicated, bring irregular surfaces to uniform grade and cross section by furnishing and placing one or more leveling courses of HMA Mix V. Spread leveling course in variable thicknesses to eliminate irregularities in existing surface. Place leveling course such that maximum depth of each course, when thoroughly compacted, does not exceed 3 inches.

In multiple-lift leveling course construction, spread subsequent lifts beyond edges of previously spread lifts in accordance with procedures contained in current edition of the Asphalt Institute's *Construction of Hot Mix Asphalt Pavements,* Manual Series No. 22 (MS-22) for leveling wedges.

Notify the Engineer of existing surfaces that may not be in a condition that will have enough strength to be a good bonding surface or foundation and should be removed or have remedial repairs done before new pavement placement.

(D) Plant Operation.

(1) Preparation of Asphalt Binder. Uniformly heat asphalt binder and provide continuous supply of heated asphalt cement from storage to mixer. Do not heat asphalt binder above the recommendation of the supplier for modified binders or above 350 degrees F for neat binders.

(2) Preparation of Aggregate. Dry and heat aggregate material at temperature sufficient to produce design temperature of job-mix formula. Do not exceed 350 degrees F. Adjust heat source used for drying and heating to avoid damage to and contamination of aggregate. When dry, aggregate shall not contain more than 1 percent moisture by weight.

For batch plants, screen aggregates immediately after heating and drying into three or more fractions. Convey aggregates into

separate compartments ready for batching and mixing with asphalt binder.

(3) Mixing. Measure aggregate and asphalt; or aggregate, RAP, and asphalt into mixer in accordance with an accepted job-mix formula. Mix until components are completely mixed and adequately coated with asphalt binder in accordance with AASHTO M 156. Percent of coated particles shall be 95 percent when tested in accordance with AASHTO T 195.

(4) Plant Inspection. For control and acceptance testing during periods of production, provide a testing laboratory that meets the requirements of AASHTO M 156. Provide space, utilities, and equipment required for performing specified tests.

(E) Spreading and Finishing. Prior to each day's paving operation, check screed or strike-off assembly surface with straight edge to ensure straight alignment and there is no damage or wear to the machine that will affect performance. Provide screed or strike-off assembly that produces finished surface without tearing, shoving, and gouging HMA. Discontinue using spreading equipment that leaves ridges, indentations, or other marks, or combination thereof in surface that cannot be eliminated by rolling or affects the final smoothness of the pavement or be prevented by adjustment in operation.

Maintain HMA at minimum 250 degrees F temperature at discharge to paver. The Engineer shall observe the contractor measuring the temperature of mix in hauling vehicle just before depositing into spreader or paver or MTV.

Deposit HMA in a manner that minimizes segregation. Raise truck beds with tailgates closed before discharging HMA.

Lay, spread, and strike off HMA upon prepared surface. Where practical, use asphalt pavers to distribute mixture.

Where practical, control horizontal alignment using automatic grade and slope controls from reference line, slope control device. Existing pavements or features shall not be used for grade control alone.

Obtain sensor grade reference, horizontal alignment by using established grade and slope controls. For subsequent passes, substitution of one ski with joint-matching shoe riding on finished adjacent pavement is acceptable. Use of a comparable non-contact mobile reference system and joint matching shoe is acceptable.

Avoid stop-and-go operation. Maintain a constant forward speed of paver during paving operation and minimize other methods that impact

smoothness.

Offset longitudinal joint in successive lifts by approximately 6 inches. Incorporate into paving method an overlap of material of 1-inch +/- 0.5 inches at the longitudinal joint. The HMA overlap material shall be left alone when initially placed and shall not be bumped back or pushed back with a lute or any other hand-held device. If the overlap exceeds the maximum amount, remove the excess with a flat shovel, allowing recommended amount of overlap HMA material to remain in place to be compacted. Do not throw the removed excess HMA material on to the paving mat. The longitudinal joint in a surface course when total roadway width is comprised of two lanes shall be near the centerline of pavement or near lane lines when roadway is more than two lanes in width. The longitudinal joint shall not be constructed in the wheel path or under the longitudinal lane lines. Make a paving plan drawing showing how the longitudinal joint will not be located in these areas.

Control the horizontal alignment of the longitudinal edge of the HMA mat being installed so that the edge is parallel to the centerline or has a uniform alignment, e.g., the edge of the mat is straight line or uniform curve, no wavy edge, etc. to have a consistent amount of HMA material at the joint.

Check the compaction of the longitudinal joint during paving often enough to ensure that it will meet the compaction requirements.

If nuclear gauges and ground penetrating radar are used as the contractor's quality control method, they shall be properly calibrated and periodically checked by comparison to cores taken from the pavement. The use of sand as an aid in properly seating the gauge may also be considered for improving the accuracy of the gauge.

In areas where irregularities or unavoidable obstacles make use of mechanical spreading and finishing equipment impracticable, spread, rake, and lute mixture by hand tools. For such areas, deposit, spread evenly, and screed mixture to required compacted thickness.

Demonstrate competence of personnel operating grade and crown control device before placing surface courses. If automatic control system becomes inoperative during the day's work, the Engineer will permit the Contractor to finish day's work using manual controls. The Engineer may also allow additional HMA to be ordered and placed using manual controls if it will provide a safer work site for the public to travel through. Do not resume work until automatic control system is made operative. The Engineer may waive requirement for electronic screed control device when paving gores, shoulders, transitions, and miscellaneous reconstruction areas where the use of the devices is not practical.

When production of HMA can be maintained and when practicable, use pavers in echelon shall be used to place surface course in adjacent lanes.

At the end of each workday, HMA pavement that is open to traffic shall not extend beyond the panel of the adjacent new lane pavement by more than the distance normally placed in one workday. At end of each day's production, construct tapered transitions along all longitudinal and transverse pavement drop-offs; this shall apply to areas where existing pavement is to meet newly placed pavement. Use slopes of 6:1 for longitudinal taper transitions and 48:1 for transverse tapered transitions. Maximum drop-off height along the joints shall be 3 inches. Also, using a 48:1 slope provides a taper around any protruding object, e.g., manholes, drain boxes, survey monuments, inlets, etc., that may be above pavement surface when opened to the public. If the object is below the surface of the pavement then fill the depression until it is level with the surrounding pavement or raise depressed objects to the finish grade of the placed pavement. Remove and dispose of all transition tapers before placing adjoining panel or next layer of HMA. Notify traveling public of pavement drop-offs or raised objects with signs placed in every direction of traffic that may use and encounter pavement drop-offs or protruding objects or holes.

Use the same taper rates for areas where there is a difference in elevation due to construction work.

At end of each workweek, complete full width of the roadway's pavement, including shoulders, to same elevation with no drop-offs.

(F) Compaction. Immediately after spreading and striking off HMA and adjusting surface irregularities, uniformly compact mixture by rolling.

Initiate compaction at highest mix temperature allowing compaction without excessive horizontal movement. Temperature shall not be less than 220 degrees F.

Finish rolling using tandem roller while HMA temperature is at or above 175 degrees F.

On superelevated curves, begin rolling at lower edge and progress to higher edge by overlapping of longitudinal trips parallel to centerline.

If necessary, repair damage immediately using rakes and fresh mix. Do not displace line and grade of HMA edges during rolling.

Keep roller wheels properly moistened with water or water mixed with small quantities of detergent. Use of excess liquid, diesel, and petroleum-

based liquids will not be allowed on rollers.

Along forms, curbs, headers, walls and other places not accessible to rollers, compact mixture with hot hand tampers, smoothing irons, or mechanical tampers. On depressed areas, trench roller or cleated compression strips under roller may be used to transmit compression.

Before the start of compaction or during compaction or both remove pavement that is loose, broken, or contaminated, or combination thereof; pavement that shows an excess or deficiency in asphalt binder content; and pavement that is defective in any way. Replace with fresh HMA pavement of same type, and compact. Remove and replace defective pavement and compact at no increase in contract price or contract time.

Operate rollers at slow and uniform speed with no sudden stops. The drive wheels shall be nearest to the paver. Continue rolling to attain specified density and until roller marks are eliminated.

Rollers shall not be parked on the pavement placed that day or shift.

(1) HMA Pavement Courses One and a Half Inches Thick or Greater. Where HMA pavement compacted thickness indicated in the Contract Documents is 1-1/2 inches or greater, compact to not less than 93.0 percent nor greater than 97.0 percent of the maximum specific gravity determined in accordance with AASHTO T 209, modified by deletion of Supplemental Procedure for Mixtures Containing Porous Aggregate.

Place HMA pavement in individual lifts that are within minimum and maximum allowable compacted thickness for various types of mixture as specified in Table 401.02-1 - Limits of Compacted Lift Thickness and Asphalt Content.

(2) HMA Pavement Courses Less Than One and a Half Inches Thick. Where HMA pavement compacted thickness indicated in the contract documents is less than 1-1/2 inches, compaction to a specified density will not be required.

Use only non-vibratory, steel-tired, tandem roller. Roll entire surface with minimum of two roller passes. A roller pass is defined as one trip of the roller in one direction over any one spot.

For intermediate rolling, roll entire surface with minimum of four passes of roller.

Finish rolling using steel-tired, tandem roller. Continue rolling

until entire surface has been compacted with minimum of three passes of roller, and roller marks have been eliminated.

Do not use rollers that will excessively crush aggregate.

(3) HMA Pavement Courses One and a Half Inches Thick or Greater In Special Areas Not Designated For Vehicular Traffic. For areas such as bikeways that are not part of roadway and other areas not subjected to vehicular traffic, compact to not less than 90.0 percent of maximum specific gravity determined in accordance with AASHTO T 209, modified by deletion of Supplemental Procedure for Mixtures Containing Porous Aggregate. Increase asphalt content by at least 0.5 percent above that used for HMA pavements designed for vehicular traffic. Paved shoulders shall be compacted in the same manner as pavements designed for vehicular traffic.

(G) Joints, Trimming Edges and Utility Marking. At HMA pavement connections to existing pavements, make joints vertical to depth of new pavement. Saw cut existing pavement and cold plane in accordance with Section 415 - Cold Planing of Existing Pavement to depth equal to thickness of surface course or as indicated in the Contract Documents.

At HMA connections to previously placed lifts, form transverse joints by cutting back on previous run to expose full depth of course. Dispose of material trimmed from edges. Protect end of freshly laid mixture from rollers.

Before and after paving, identify and mark location of existing utility manholes, valves, and handholes on finished surface. Adjust existing frames and covers and valve boxes to final pavement finish grade in accordance with Section 604 - Manholes, Inlets and Catch Basins and Section 626 - Manholes and Valve Boxes for Water and Sewer Systems.

(1) Longitudinal joints. Submit for review the means and methods that will be used to install longitudinal joints at the required compaction and density. Compact longitudinal joints to be not less than 91.0 percent of the maximum specific gravity determined in accordance with AASHTO T 209, modified by deletion of Supplemental Procedure for Mixtures Containing Porous Aggregate. Verify the compaction of the longitudinal joints meets requirements by using non-destructive testing methods during paving and submit the results on the daily quality control test reports.

Test for compaction and density regardless of layer thickness. Compaction and density of the longitudinal joint shall be determined by using six-inch diameter cores. For longitudinal joints made using butt joints cores shall be taken over the joint with half of the core being on each side of the

joint. For longitudinal joints using butt wedge joints, center core over the center of the wedge so that 50 percent of the material is from the most recently paved material and the remaining 50 percent of the core is from the material used to pave the previous layer. One core shall be taken at a maximum of every 250 tons of longitudinal joint and any fraction of that length for each day of paving with a minimum of one core taken for each longitudinal joint per day. Cores taken for the testing of the longitudinal joint may be used to determine pavement thickness.

When the longitudinal joints are found to have less than 91.0 percent of the maximum specific gravity, overband all longitudinal joints within the entire lot represented by the non-compliant core, PG binder seal coat, or other type of joint enrichment accepted by the Engineer. The overband shall not decrease the skid resistance of the pavement under any ambient weather condition. Submit overband material's catalog cuts, test results and application procedure for review and acceptance by the Engineer before use. Center the overband over the longitudinal joint. The overband shall be placed in a uniform width and horizontal alignment. The overband shall have no holidays or streaking in its placement. The width of the overband shall be based on how the longitudinal joint was constructed or as directed by the Engineer. If a butt joint is used, the overband width shall be a minimum of 12-inches. For butt wedge or wedge joints the overband width shall be the width of the wedge plus an additional six-inches minimum. Replace any pavement markings damaged or soiled by the overband remedial repair process.

For longitudinal joints that have a compaction of less than 89 percent of the maximum specific gravity; removal may be required by the Engineer instead of overbanding the non-compliant joint.

Persistent low compaction results may be cause to suspend work and remove non-conforming work. During the suspension of paving, revise means and methods used in constructing longitudinal joints and submit to the Engineer for review and acceptance. Suspension may occur when:

(1) Two or more longitudinal joints tests fail to meet the minimum compaction

(2) One sample reveals that the joint compaction is 89 percent or less.

Compaction results for longitudinal joints until January 1, 2023 will not be included in any Sliding Scale Pay Factor for Compaction payment calculation. After, January 1, 2023 it will be included.

(H) HMA Pavement Samples. Obtain test samples from compacted HMA pavement within 72 hours of lay down. Provide minimum 4-inch

diameter cores consisting of undisturbed, full-depth portion of compacted mixture taken at locations designated by the Engineer in accordance with the "Sampling and Testing Guide for Acceptance and Verification" in Hawaii DOT Highways Division, *Quality Assurance Manual for Materials*, Appendix 3. Cores shall be taken in the presence of the Engineer. Turn cores over to Engineer immediately after cores have been taken.

For pavement samples for longitudinal joints provide 6-inch diameter cores minimum. For pavement samples for other than longitudinal joints 4-inch diameter cores minimum shall be taken. All cores shall consist of undisturbed, full-depth of the lift of the compacted mixture taken at locations designated by the Engineer in accordance with the "Sampling and Testing Guide for Acceptance and Verification" in Hawaii DOT Highways Division, *Quality Assurance Manual for Materials*, appendix 3. Coring of longitudinal joints shall use a modified HDOT Sampling and Testing Guide as required by the Contract Documents.

Cores that separate shall indicate to the Engineer that there is insufficient bonding of layers. Modify the previously used paving means and methods to prevent future debonding of layers. Debonding of a core sample after adjustment of the Contractor's methods will be an indication of continued non-conforming work and the Engineer may direct removal of the layer at no additional cost or contract time.

Restore HMA pavement immediately after obtaining samples. Clean core hole and walls of all deleterious material that will prevent the complete filling of the core hole and the bonding of the new HMA to the existing. Apply tack coat to vertical faces of sample holes. Fill sampled area with new HMA pavement of same type as that removed. If hand compaction is used; fill in layers not exceeding the minimum thickness stated in Table 401.02-1 - Limits of Compacted Lift Thickness And Asphalt Content. Compact each layer to compaction requirements. If Mechanical Compaction methods are used, then layers may be the maximum layer thickness stated in Table 401.02-1 - Limits of Compacted Lift Thickness And Asphalt Content. Using tires or hand tamping to compact the HMA material to restore the pavement shall not be considered as mechanical compaction.

Only sample and test leveling course if 1-1/2 inches or greater. No compaction requirements for less than 1-1/2 inches.

(l) HMA Pavement Thickness Tolerances.

The Engineer will measure thickness of pavement by cores obtained by the Contractor in accordance with HDOT TM 09-19 Field Sampling Bituminous Material after Compaction (Obtaining Cores). The Engineer will measure cores in accordance with HDOT TM 09-19, except that

measurement will be taken to nearest one thousandth of an inch; and average of such measurements will be taken to nearest one hundredth of an inch.

Thickness of finished HMA pavement shall be within 0.25 inch of thickness indicated in the Contract Documents. Pavement not meeting the thickness requirements of the Contract Documents may be required by the Engineer to be removed and replaced.

Corrective methods taken on pavement exceeding specified tolerances, e.g., insufficient thickness by methods accepted by the Engineer, including removal and replacement, shall be at no increase in contract price or contract time.

The checking of pavement thickness shall be done after all remedial repairs, e.g., smoothness compliance repairs, compaction, have been completed, reviewed, and accepted by the Engineer.

(J) Quality Control Using New Technology. The Engineer and MTRB reserves the right to utilize new technology and methods to improve the detection of noncompliant work on the project. The technology or method may be used to locate defects in the work, e.g., ground penetrating radar to locate delaminations, moisture damage, thin sections, voids, non-compliant compaction, other non-destructive testing to locate flaws. The defect will be verified by the methods stated in the Contract Documents or by other established conventional means. If the technology or method has already been accepted elsewhere or has standardized testing procedures the results may be judged acceptable by the Engineer and no further testing will be required. These new technologies and methods may be used for the selection of sampling locations.

(K) Protection of HMA Pavement. Except for construction equipment directly connected with paving operations, keep traffic off HMA pavement.

Protect HMA pavement from damage until it has cooled and set.

Do not refuel equipment or clean equipment or hand tools over paved surfaces unless catch pan or device that will contain spilled fuel and other products is provided. After completion of refueling or cleaning, remove catch pan or device without spilling any of the collected content.

Do not park roller or other paving equipment on HMA pavement paved within 24 hours of laydown.

(L) Pavement Joint Adhesive

(1) Pavement Joint Adhesive on Joints. Use on all asphalt

pavement construction where joints are formed at such locations but not limited to the following:

(a) Adjacent asphalt pavements, e.g., trafficked lanes, shoulders, etc.

(b) Asphalt pavement and adjacent concrete pavement or curb and gutter or any other surface where the bonding of the asphalt pavement and concrete surface is desired,

(c) Transverse joints between asphalt pavements not placed at the same time or if the pavement's temperature on one side of the joint is below the minimum temperature the mix can be at, during asphalt pavement compaction or installation.

(d) Cut face of an existing pavement where it will have new HMA pavement placed against it, e.g., utility trenches, partial or full depth repairs, etc.

Pavement joint adhesive is not required on a longitudinal construction joint between adjacent hot mix asphalt pavements formed by echelon paving. Echelon paving is defined as paving multiple lanes side-by-side with adjacent pavers slightly offset at the same time.

A longitudinal construction joint between one shift's work and another shall have pavement joint adhesive applied at the joint. Any longitudinal construction joint formed, with the temperature on one side of the joint that is below the minimum temperature the mix can be when compacted to contract requirements during asphalt pavement installation, shall have pavement joint adhesive applied at the joint.

(2) Material requirements. Asphalt joint adhesive shall meet requirements as specified in Table 401.03-1 - Asphalt Joint Adhesive Specifications.

TABLE 401.03-1 – ASPHALT JOINT ADHESIVE SPECIFICATIONS		
TEST		**SPECIFICATION**
Brookfield Viscosity, 204 °C [400 °F]	ASTM D 3236	4,000-10,000 cp
Cone Penetration, 25 °C [77 °F]	ASTM D 5329	60-100 dmm
Resilience, 25 °C [77 °F]	ASTM D 5329	30% minimum
Ductility, 25 °C [77 °F]	ASTM D 113	30 cm minimum
Ductility, 4 °C [39.2 °F]	ASTM D 113	30 cm minimum
Tensile Adhesion, 25 °C [77 °F]	ASTM D 5329	500% minimum
Softening Point	ASTM D 36	77 °C [170 °F] min.
Asphalt Compatibility	ASTM D 5329	Pass

(3) Construction Requirements for Asphalt Joint Adhesive

(a) Equipment Requirements. Use a jacketed double boiler type melting unit, with both agitation and recirculation systems. Provide a pressure feed wand application system.

(b) Material Handling. Submit a copy of the manufacturer's recommendations for heating, re-heating, and applying the joint adhesive material. Follow manufacturer's recommendations. Do not remove the joint adhesive from the package until immediately before it is placed in the melter. Joint adhesive boxes must be clearly marked with the name of the manufacturer, the trade name of the adhesive, the manufacturer's batch and lot number, the application/pour temperature, and the safe heating temperature. Feed additional material into the melter at a rate equal to the rate of material used.

Verify the pouring temperature of the joint adhesive at least once per hour at the point of discharge. Stop production if the adhesive falls below the recommended application/pour temperature. When the temperature of the adhesive exceeds the maximum safe heating temperature, stop production, empty the melter, and dispose of that adhesive in an environmentally safe method. No payment will be made for this material or its disposal.

Do not blend or mix different manufacturer's brands or different types of adhesives.

(c) Joint Adhesive Application: The face of the joint that

the new asphalt pavement will bind to shall be clean and dry before the joint adhesive is applied. Apply the pavement joint adhesive material to the entire face of the surface where HMA pavement shall be installed. The thickness of the asphalt adhesive application shall be approximately 1/8 inch. Use an application shoe attached to the end of application wand. Do not overlap the joint by greater than 1/2-inch at the top of the joint or two-inches at the bottom of the joint. Apply the joint adhesive immediately in front of the paving operation. If the adhesive is tracked by construction vehicles, repair the damaged area, and restrict traffic from driving on the adhesive.

(d) Field Sampling. Take a sample from the application wand during the first 20 minutes of placing sealant. One sample should be taken per manufacturer's batch or minimum of every 6 months on the Project in the presence of the Engineer.

Each sample shall consist of two aluminum or steel sample containers with the capacity to hold five pounds of sealant each. The two sampling containers shall be labeled with Contractor's name; project name and number; date and time sample taken; location of where material was used at, e.g., from where to where it was used at in stations; manufacturer and lot number of the sealant. Each container shall be numbered one of two, or two of two. Turn over samples to Engineer without Engineer losing sight of the sample. The Engineer reserves the right to conduct supplementary sampling and testing of the sealant material.

(M) Pavement Smoothness Rideability Test. Perform surface profile tests frequently to ensure that the means and methods being used produces pavement that is compliant with the surface profile smoothness requirement. Test the pavement surface for smoothness with High-Speed Inertial Profiler to determine the International Roughness Index (IRI) of the pavement. For the locations determined by the Engineer, a 10-foot straightedge shall be used to measure smoothness.

All smoothness testing must be performed with the presence of the Engineer. The High-Speed Inertial Profiler operator shall be a certified operator by MTRB or the manufacturer.

The High-Speed Inertial Profiler operator's certification shall be no older than five years old at the date of the Notice to Proceed and at the day of the pavement profile measurement.

The finished pavement shall comply to all the following requirements:

(a) Smoothness Test using 10-Foot Straightedge (Manual or rolling) The 10-foot straightedge is used to Identify the locations that vary more than 3/16 inch from the lower edge when the 10-foot straightedge is laid on finished pavement on the direction parallel with the centerline or perpendicular to centerline. Remove the high points that cause the surface to exceed that 3/16 inch tolerance by grinding.

The Contractor shall use a 10-foot straightedge for the following locations:

1. Longitudinal profiling parallel to centerline, when within 15 feet of a bridge approach or existing pavement which is being joined.

2. Transverse profiling of cross slopes, approaches, and as otherwise directed with respect to the requirements below:

a) Lay the straightedge in a direction perpendicular to the centerline.

3. When pavement abuts bridge approaches or pavement not under this Contract, ensure that the longitudinal slope deviations of the finished pavement comply with Contract Document's requirements.

4. Short pavement sections up to 600 feet long, including both mainline and non-mainline sections on tangent sections and on horizontal curves with a centerline radius of curve less than 1,000 feet.

5. Within a superelevation transition on horizontal curves having centerline curve radius less than 1,000 feet, e.g., curves, turn lanes, ramps, tapers, and other non-mainline pavements.

6. Within 15 feet of transverse joint that separates pavement from existing pavement not constructed under the contract, or from bridge deck or approach slab for longitudinal profiling.

7. At miscellaneous areas of improvement where width is less than 11 feet, such as medians, gore areas, and shoulders.

8. As otherwise directed by the Engineer. The Engineer may confine the checking of through traffic lanes with the straightedge to joints and obvious irregularities or choose to use it at locations not specifically stated in this Section.

(b) High-Speed Inertial Profiler

There shall be a minimum 3 profile runs per lane, for each wheel path (left and right) which is approximately three feet from edge lane line. The segment length shall be 0.1 mi. The final segments in a lane that are less than 0.1 mi shall be evaluated as an independent segment and pay adjustments will be prorated for length. The profiles shall be taken in the direction of traffic only.

The latest version of FHWA ProVAL software shall be used to conduct profile analysis to determine IRI and areas of localized roughness. The IRI values shall be reported in units of in/mi.

Areas of localized roughness will be identified by using ProVAL's "Smoothness Assurance" analysis, calculating IRI with a continuous short interval of 25 feet and the 250-mm filter applied.

Additional runs may be required by the Engineer if the data indicate a lack of repeatability of results. A 92% agreement is required for repeatability and IRI values shall have at minimum a 95% confidence level.

(N) Required Pavement Smoothness

The IRI for the left and right wheel paths in an individual lane will be computed and then averaged to determine the Mean Roughness Index (MRI) values. The MRI will be used to determine acceptance and pay adjustment. Each lane shall be tested and evaluated separately.

There are three (3) categories of target MRI values:

TABLE 401.03-2 – PAVEMENT SMOOTHNESS CATEGORIES		
Category	Description	MRI
Type A	Three or more HMA Lifts	Shall not exceed 60 in/mi
Type B	Two HMA Lifts	Shall not exceed 70 in/mi
Type C	One HMA Lift	Shall not exceed 75 in/mi

For the location where a 10-foot manual straightedge is required, the surface shall not vary more than 3/16 inch from the lower edge of a straightedge.

No pre-final inspection, final inspection, and substantial completion granted will be made until the pavement meets smoothness requirement and all required profile reports are submitted to the Engineer and MTRB and are accepted.

(O) Request for Profile Testing by the Department.

For Type C, prior to pavement activities, the Engineer will measure the smoothness of the existing pavement.

The Contractor shall submit a written request to the Engineer to perform all required profile tests.

The request shall be made at least 30 days before desired testing date and shall include an approximate acceptance profile testing date, a plan view drawing of the area to be tested with the limits of the test area highlighted.

The Contractor shall reimburse HDOT for any incurred cost related to any Contractor-caused cancellation or a deduction to the monthly payment will be made.

(P) Department Requirements for Profile Testing. When a request for testing is made, the requested area to be tested shall be 100% of the total area indicated to be paved in the Contract Documents unless the requirement is waived by the Engineer and MTRB.

Department acceptance surface tests will not be performed earlier than 14 days after HMA placement.

Clean debris and clear obstructions from area to be tested, as well as a minimum of 100 feet before and beyond the area to be tested before testing starts for use as staging areas. Provide traffic control for all profile testing.

The Engineer or MTRB or both may cancel the profile testing if the test area is not sufficiently clean, traffic control is unsatisfactory, or the area is not a safe work environment or test area does not meet Contract Document requirements. This canceled profile test will count as one profile test.

(Q) Cost of Acceptance Profile Testing by The Department. The Engineer, MTRB, or State's Third-Party Consultant will perform one initial profile test, at no cost to the Contractor for each area to be tested.

The Department's High-Speed Inertial Profiler pavement profile will be used to determine if the pavement's profile, i.e., smoothness is acceptable.

If the profile of the pavement does not meet the requirements of the Contract Documents, the Contractor shall perform remedial work, i.e. corrective work then retest the area to ensure that the area has the required MRI, i.e., smoothness, before requesting another profile test by the Engineer.

(1) Additional testing. Additional testing, by the Department beyond the initial test will be performed at cost to the Contractor as follows:

(a) $2,500 per test will be required when Department personnel or State's Third-Party Consultant is used.

(R) Remedial Work for Pavements.

(1) Corrective work shall be required for any 25 ft interval with a localized roughness in excess of 160 in/ mi. The Engineer may waive localized roughness requirements for deficiencies resulting from manholes or other similar appurtenances. Adjust manholes or other similar appurtenances so that using a 10-ft. straightedge the area around that manhole or other similar appurtenance shall not have more than 3/16-in. variation between any 2 contacts on the straightedge.

i. If corrective action is not successful, the Engineer may require continued corrective action, or apply a payment adjustment of $250 per occurrence.

(2) Corrective work shall also be required for any 0.1 mile interval with an average MRI above 95.0 in/mi for Types A and B. For Type A, correct the deficient section to an MRI of 60 in/mi or less. For Type B, correct the deficient section to an MRI of 70 in/mi or less. For Type C, corrective work may be required by the Engineer for 0.1 mile intervals that have an average MRI above the threshold shown in Tables 401.03-4 and 5 as applicable.

i. If corrective action does not produce the required improvement, the Engineer may require continued corrective action, or apply payment adjustment per Section 401.03S.

(3) The Contractor shall notify the Engineer at least 24 hours prior to commencement of the corrective work. The Contractor shall not commence corrective work until the methods and procedure have been approved in writing by the Engineer.

(4) All smoothness corrective work for areas of localized roughness shall be for the entire lane width. Pavement cross slope shall be maintained through corrective areas.

(5) The remedial repair areas shall be neat, rectangular areas having a uniform surface appearance.

If grinding is used on HMA pavement, the surface shall have nearly invisible grinding marks to passing motorist.

(6) Other methods may include milling and overlaying HMA pavement. The length, depth of the milling and the replacement material will be solely decided by the Engineer.

(7) The finished repaired pavement surface shall leave no ridges or valleys or fins of pavement other than those allowed below.

(8) Remedial repairs shall not leave any drainage structures' inlets higher than the surrounding pavement or alter the Contract Document's drainage pattern.

(8) For items in the pavement other than drainage structures, e.g., manhole frame and covers, survey monuments, expansion joints etc., the finish pavement, ground or not, shall not be more than 1/4 inch in elevation difference. Submit to the Engineer remedial repair method to correct these conditions for acceptance.

(9) Pick up immediately grinding operation residue by using a vacuum attached to grinding machine or other method acceptable to the Engineer.

(a) Any remaining residue shall be picked up before the end of shift or before the area is open to traffic, whichever is earlier.

(b) Prevent residue from flowing across pavement or from being left on pavement surface or both.

(c) Residue shall not be allowed to enter the drainage system.

(d) The residue shall not be allowed to dry or remain on the pavement.

(e) Dispose of all material that is the result of the remedial repair operation, e.g., HMA residue, wastewater, and dust at a legal facility.

(10) Complete corrective work before determining pavement thickness for HMA pavements in accordance with Subsection 401.03(l) – HMA Pavement Thickness Tolerances.

(11) All HMA wearing surface areas that have been ground shall receive a coating, e.g., a coating material that will restore any lost impermeability of the HMA due to the grinding of the surface. The coating used shall not be picked up or tracked by passing vehicles or be degraded after a short period of time has passed, i.e., it shall have a service life equal to or greater than the HMA pavement. The coating shall not decrease the pavement's friction value. The coating's limits shall be the full width of the lane regardless how small. If the remedial repair area extends into the next lane, then the repair area will be full lane width also. Extend the length of coating areas in order for the coating area to look like the rest of the road and does not have patches on it, i.e., make the road look uniform in color. The coating shall be of a color that matches the surrounding pavement. The areas receiving the coating shall not be open to traffic until it has cured enough so that it cannot be picked up or tracked by passing vehicles or degrade. Submit means and methods of the coating and type of coating to the Engineer or MTRB for review and acceptance. Do not proceed with the coating without acceptance from the Engineer.

(12) Recompacting cold HMA, i.e., HMA that has reached ambient temperature is not an acceptable remedial repair method.

(13) Replace all pavement markings damaged or discolored by remedial repairs.

(14) Reprofile the corrected area and provide the Engineer the results that show the corrective action, i.e., remedial repairs were successful.

(S) Pavement Smoothness and Acceptance.

(1) Price and payment in various paving sections, e.g., 401 (Hot Mix Asphalt Pavement), shall be full compensation for all work and materials specified in the various paving sections and this section, including but not limited to furnishing all labor, materials, tools, equipment, testing, incidentals and for doing all work involved in micro milling, milling,(cold planing), grinding existing or new pavement, removing residue, cleaning the pavement, necessary disposal of

residue, furnishing of any water or air used in cleaning the pavement and any other related ancillary work or material or services. Also, it includes any remedial work, e.g., re-paving, surface grinding, application of a coating, curing compound, and replacement of damaged pavement markings.

(2) The contract price in those sections may be adjusted for pavement smoothness by the Engineer. The pavement smoothness contract unit price adjustments and work acceptance will be made in accordance with the following schedules.

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TABLE 401.03-3 –SMOOTHNESS PAY INCENTIVES		
Category	**MRI (in/mi)**	**Pay Adjustment $ per 0.1 mi**
Type A (Three or more HMA Lifts)	<30.0	$580
	30.0- less than 35.0	$480
	35.0- less than 40.0	$380
	40.0- less than 45.0	$280
	45.0- less than 50.0	$180
	50.0- less than 55.0	$80
	55.0- less than 60.0	$0
Type B (Two HMA Lifts)	<35.0	$420
	35.0- less than 40.0	$360
	40.0- less than 45.0	$300
	45.0- less than 50.0	$240
	50.0- less than 55.0	$180
	55.0- less than 60.0	$120
	60.0- less than 65.0	$60
	65.0- less than 70.0	$0
Type C (One HMA Lift)	<40.0	$280
	40.0- less than 45.0	$240
	45.0- less than 50.0	$200
	50.0- less than 55.0	$160
	55.0- less than 60.0	$120
	60.0- less than 65.0	$80
	65.0- less than 70.0	$40
	70.0- less than 75.0	$0

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(3) Pay Pavement Smoothness Adjustment will be based on the initial measured MRI for both left and right wheel path, prior to any corrective work for the 0.10-mile section, except for sections that the Contractor has chosen to remove and replace. For sections that are replaced, assessments will be based on the MRI determined after replacement.

(a) The Pavement Smoothness Adjustment will be computed using the plan surface area of pavement shown in the Contract Documents. This Pavement Smoothness Adjustment will apply to the total area of the 0.10-mile section for the lane width represented by MRI for the same lane. It does not include any other price adjustments specified in the Contract Documents. Those price adjustments will be, for each adjustment, calculated separately using the original contract price to determine the amount of adjustment to be made to the contract price. Sections shorter than 0.1 mile and longer than 50 feet shall be prorated.

(b) For 0.1 mile intervals with an average MRI above the threshold shown in Table 401.03-3, the Engineer shall apply a disincentive payment adjustment up to the limit shown.

i. For Types A and B, payment adjustments shall be applied up to an MRI of 95.0 per Table 401.03-4.
ii. For Type C, the payment adjustment shall be dependent on the average MRI of the pavement prior to paving activities
    1. If the MRI of the pavement prior to paving activities is 125.0 in/mi or less, the payment adjustment shall be per Table 401.03-4.
    2. If the MRI of the pavement prior to paving activities is more than 125.0 in/mi, the disincentive payment adjustment shall be per Table 401.03-5, and based on the percent improvement using the following formula:

% Improvement = (Initial segment MRI – Final segment MRI) x 100 / (Initial Segment MRI)

TABLE 401.03-4 –SMOOTHNESS PAY DISINCENTIVES WITH MRI		
Category	**MRI (in/mi)**	**Pay Adjustment $ per 0.1 mi**
Type A (Three or more HMA Lifts)	60.0- less than 65.0	-$100
	65.0- less than 70.0	-$250
	75.0- less than 80.0	-$350
	80.0- less than 85.0	-$450
	85.0- less than 95.0	-$550
	> 95.0	Corrective Work
Type B (Two HMA Lifts)	70.0- less than 75.0	-$100
	75.0- less than 80.0	-$200
	80.0- less than 85.0	-$300
	85.0- less than 95.0	-$400
	> 95.0	Corrective Work
Type C (One HMA Lift) (pre-paving MRI < 125)	75.0- less than 80.0	-$50
	80.0- less than 85.0	-$100
	85.0- less than 90.0	-$150
	90.0- less than 100.0	-$200
	>100.0	-$250

TABLE 401.03-5 –SMOOTHNESS PAY DISINCENTIVES FOR PERCENT IMPROVEMENT		
Category	**Percent Improvement %**	**Pay Adjustment $ per 0.1 mi**
Type C (One HMA Lift) (pre-paving MRI > 125)	≥ 40	$0
	20.0- less than 40.0	-$100
	< 20	-$200

(c) Incentives will not apply to areas where payment deductions or remedial repairs has been made for non-compliant work, e.g., low compaction, thin pavement, thermal segregation, low compressive or flexural strength, non-compliant alignment. Incentives will also not apply to areas where corrective work was required to meet contract

smoothness requirements, unless the pavement section was replaced.–All areas where corrective work was performed shall be tested again to ensure the smoothness requirements are met.

(d) There will be no incentive price adjustments to the contract prices regardless of the pavement meeting the Contract Documents' requirements for incentive contract price adjustment, when 25% of the total area paved of that particular type of pavement on the project has failed to meet any of the Contract document requirements, e.g., smoothness, thickness, unit weight, asphalt content, pavement defects, compaction, flexural or compressive strength. Areas exempt from the smoothness requirements may not be included in the total area calculation unless it is non-compliant.

(e) For contracts using lump sum the method described in Subsection 104.08 Methods of Price Adjustment paragraph (3), will be used to calculated proportionate unit price, i.e., the Engineer's calculated theoretical unit price. This calculated proportionate unit price will be used to calculate the unit price adjustment.

(T) Third-party Profile Testing.

(1) The Engineer may choose to have a third-party testing entity do the pavement profile and to process the data into a recommendation for acceptance or rejection of the pavement's smoothness.

(2) The third-party testing entity will be chosen by agreement and acceptance by the HDOT's Highway Materials Testing Research Branch (MTRB), and the Engineer. If no agreement can be reached the MTRB will choose the third-party testing entity as its sole recognizance.

(3) The third-party testing entity will be paid by the Department by deducting the Allowance amount from the Contractor's payment.

(a) The Allowance amount will cover the third-party testing entity's cost to do the project's pavement profile, e.g., fees, transportation, lodging, additional equipment, training and supplies, plus a 10-percent processing fee for the Department. This includes all the initial acceptance profile testing. All surplus material will be turned over to the MTRB at the end of the pavement profile testing including all data and reports generated by the third-party testing entity or items requested

by the MTRB. Surplus material, data, reports, etc. will be in the sole custody of the Department for its use and reference.

(b) If retesting of the pavement profile is done by the third-party testing entity it will be paid based on the submitted invoices and receipts plus a 10-percent processing fee for HDOT. This testing is retesting required due to the Contractor's failure to meet the Contract Document's requirements and not the profile testing done for the dispute resolution process.

(U) Dispute Resolution Procedures.

(1) If the Contractor has determined that its pavement profile has met the Contract Document requirements, but the Engineer's pavement profile has found the pavement profile does not meet the Contract Documents requirements it may dispute the Engineer's findings if it is so inclined. It shall follow the Pavement Smoothness Dispute Resolution Procedure.

(2) The Pavement Smoothness Dispute Resolution Procedure is as follows:

(a) Submit with the resubmittal of the pavement profile and data of the disputed area, a notice informing the Engineer that the results of the Engineer's pavement profile are being disputed and request a copy of the Engineer's pavement profile and data.

(b) If after receiving the Engineer's pavement profile and data and doing a detail analysis of the documents, the Contractor still feels that the Engineer's pavement profile is in error submit a document notifying the Engineer of that fact along with the detailed analysis of the Engineer's pavement profile and data showing where the errors were made and if corrected the pavement profile would meet the Contract Document requirements.

(c) The Engineer upon receiving the Contractor's pavement profile documents will do a detailed analysis of the document to find any errors that may have caused the Contractor to believe the pavement profile was acceptable.

(d) If either party discovers their position was in error notify the other party of the change in position and take appropriate action.

(e) If both parties maintain that their positions are correct, then both parties shall meet to discuss and present their positions. If the Department used a third-party testing entity it shall also attend. Both the Department and the Contractor shall and will bring a copy of their submittal to the meeting. Parties involved shall be allowed to inspect the other party's documents to verify that it had been presented to them before. Before the meeting starting, the submittals are to be placed in a box and sealed and given to a Materials Testing Research Branch (MTRB) personnel. The MTRB is an HDOT entity, however in this instance it shall be regarded as a neutral party. It is mandatory that during the meeting all parties are to be transparent and have an open discussion with the goal being reaching an agreement. If after the following has occurred:

(f) If after meeting or after having several meetings with all parties and having performed their due diligence in meeting the above meeting's requirements the Department and the Contractor agree that they have come to an impasse in discussions i.e., further discussions would be futile.

(3) An impasse will be declared, and no further meeting shall be suspended. If an impasse cannot be agreed to then one more meeting shall be held with both parties attending giving their due diligence in the goal of coming to an agreement. Within 48 hours after the last meeting a third-party pavement profile testing entity will be chosen to evaluate the Department's and Contractor's submittals or run a new smoothness profile or both.

(4) The third-party pavement profile testing entity shall evaluate the documents being held in the sealed box by the MTRB.

(5) No additional documents shall be added by the Contractor or the Department unless it was presented during the meetings. If additional documents were used during the meetings the following shall be done.

(a) Both HDOT and the Contractor will meet to put the documents presented during the meetings into a box, then seal it and turn it over to MTRB.

(b) Parties involved shall be allowed to inspect the other party's documents to verify that it had been presented during the meetings.

(c) If it should feel that this is new material the document can be marked as such. The document then will be put into the box and sealed.

(d) The party that feels it discovered a new document is required to submit a document listing the document it feels was previously not presented and any additional information related to it. It shall not be used to submit additional information or arguments not previously discussed. This submittal shall be submitted to the other party and the third-party pavement profile testing entity through the MTRB.

(7) The third-party pavement profile testing entity after analyzing all the data it gathered and was given shall make a report and provide a recommendation. It shall meet with all parties at one time, discuss the recommendations and show where the errors occurred causing the erroneous position.

(8) The Department or the Contractor may reject the third-party pavement profile testing entity's recommendation. Notification of the rejection shall be within three working days after the meeting. The Contractor shall perform any additional work required if the recommendation is not favorable to it. The Contractor shall pay the third-party pavement profile testing entity invoice for its work done regardless of recommendation. The Contractor may file a claim if it still feels it is correct. The Contractor shall comply with the requirements in Subsection 107.16 Disputes and Claims. The Contractor's claim shall be regarded as a new claim and the Engineer will regard it as such. Since all documents have been evaluated the Engineer will expedite the claim process after it initial claim requirements are met to Subsection 107.16(G) Appeal of the Engineer's Decision to obtain the Director's decision.

(9) Payment for the total cost of the third-party pavement profile testing entity's dispute resolution work is the responsibility of the party that its recommendation found was in error. If the recommendation finds the Department the erroneous party the Department will reimburse the Contractor in the amount of the third-party pavement profile testing entity's invoice with no additional overhead or profit added. If portions of the profile testing were correct in some areas and erroneous in others the cost of the third-party pavement profile testing entity's dispute resolution work shall be split in proportion to the erroneous area verses the total area reviewed.

401.04 Measurement.

(A) The Engineer will measure HMA pavement per square yard in accordance with the Contract Documents.

(B) The Engineer will measure leveling course per ton in accordance with the Contract Documents.

(C) Engineer will measure additional State pavement profiling work when applicable on a cost-plus basis as specified in this section and as ordered by Engineer. The Engineer will issue a billing for the pavement profile work done for the time period with the invoices and receipts that the billing was based on attached to the Contractor for each contract item. The Contractor's pavement profile work required in this section will not be measured and will be considered incidental to the various paving items unless stated otherwise.

(D) The Engineer will measure overtime labor premium on a force account basis in accordance with Subsection 109.06 – Force Account Provisions and Compensation and as ordered by the Engineer.

401.05 Payment. The Engineer will pay for the accepted HMA pavement 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.

(A) Price and payment in Section 401 – HMA Pavement will be full compensation for all work and materials specified in this Section including furnishing all labor, materials, tools, equipment, testing, pavement profiles and incidentals and for doing all work involved in grinding existing or new pavement, removing residue, and cleaning the pavement, including necessary disposal of residue and furnishing any water or air used in cleaning the pavement and remedial work needed to conform to the requirements of the Contract Documents.

(B) No payment for the Contractor's pavement profile work required in this section will be made. The Contractor's pavement profile work shall be considered incidental to the various paving items unless stated otherwise.

(C) The Engineer will pay for the accepted overtime labor premium on a force account basis in accordance with Subsection 109.06 – Force Account Provisions and Compensation. An estimated amount may be allocated in the proposal schedule under "Overtime Labor Premium", but the actual amount to be paid will be the sum shown on the accepted force account records, whether this sum be more or less than the estimated amount allocated in the proposal schedule.

(D) Engineer will deduct from the Contractor's monthly estimate the amount necessary to pay for the services of a third-party pavement profile testing entity plus the additions specified in the Contract documents. Payment will be full compensation for work prescribed in this section, required by the Engineer and Contract Documents. No payment for the Contractor's pavement profile work required in this section will be made. It will be considered incidental to the various paving items unless stated otherwise.

(E) Engineer will pay or deduct for the following pay items when included in proposal schedule:

Pay Item	**Pay Unit**
Pavement Smoothness Incentive	Allowance
Third-Party Profile Testing and Equipment	Allowance
Third-Party Dispute Resolution Profile Testing	Allowance
_____ HMA Pavement, Mix No. _____	Square Yard
_____ PMA Pavement, Mix No. _____	Square Yard

(1) 70% of the contract unit price or the theoretical calculated unit price upon completion of submitting a job-mix formula acceptable to the Engineer; preparing the surface, spreading, and finishing the mixture; and compacting the mixture.

(2) 20% of the contract unit price or the theoretical calculated unit price upon completion of cutting samples from the compacted pavement for testing; placing and compacting the sampled area with new material conforming to the surrounding area; protecting the pavement; and compaction acceptance. Maintain temporary pavement markings and other temporary work zone items, maintain a clean work site.

(3) 10% of the contract unit price or calculate the unit price when the final configuration of the pavement markings is in place.

_____ HMA Pavement, Mix No. _____, Leveling	Ton

(1) 80% of the contract unit price upon completion of submitting a job-mix formula acceptable to the Engineer; preparing the surface, spreading, and finishing the mixture; and compacting the mixture.

(2) 20% of the contract unit price upon completion of cutting samples from the compacted pavement for testing; placing and compacting the sampled area with new material conforming to the surrounding area; protecting the pavement; and compaction acceptance.

The Engineer will pay for adjusting existing frames and covers and valve boxes in accordance with and under Section 604 – Manholes, Inlets and Catch Basins. Adjustments for existing street survey monument frames and covers will be paid for as if each were a valve box frame and cover.

The Engineer may, at its sole discretion, in lieu of requiring removal and replacement, use the sliding scale factor to accept HMA pavements compacted below 93.0 percent and above 97.0 percent. The Engineer will make payment for the material in that production day, if the Engineer decides to use a sliding scale factor, at a reduced price arrived at by multiplying the contract unit price by the pay factor. The Engineer is not obligated to allow non-compliant work to remain in place and may at any time chose not to use a sliding scale factor method of payment and instead require removal of the noncompliant pavement that is greater than 97.0 or less than 93.0.

In compliance with Subsection 105.12 Removal of Non-Conforming and Unauthorized Work remove and replace HMA compacted below 90.0 percent.

The Engineer will solely decide if the noncompliant work would be acceptable if a reduced payment for the noncompliant work is made. The Engineer is not obligated to allow noncompliant work to remain in place and may at any time choose not to use a sliding scale factor method of payment as a method of resolution. Instead, utilize the remedy allowed in Subsection 105.12 Removal of Non-Conforming and Unauthorized Work, requiring removal of the noncompliant pavement, shall be used.

Such a reduced payment, if made and accepted by the Contractor, shall be a mutually agreeable resolution to the noncompliant work being addressed. If it is not mutually acceptable, the noncompliant work shall be removed. If the reduced payment is acceptable; the Engineer will make the reduced payments for the noncompliant work in accordance with Table 401.05-2 - Sliding Scale Pay Factor for Compaction. The amount of tonnage to be reduced will be determined by the Engineer by using the initial cores taken on the mat. No additional cores shall be taken to determine the limits of the non-compliant area unless requested by the Engineer.

The Engineer, for determining the reduced tonnage for noncompliant work, will assume the level of compaction is linear and will proportion the compaction level from the last core that indicated an acceptable compaction level to the nearest core

indicating a noncompliant compaction level to determine the calculated limit of acceptable compaction. The length will be the linear distance between the cores measured along the baseline. If there is no core that was taken for the shift's or day's work that were compliant then the limit will be the end or start of the day's or shift's work. The width will be the nominal paving width. Use the day's specific gravity of the mix to determine tonnage. The thickness will be the nominal paving thickness.

The total reduced noncompliant tonnage to be paid will be determined by multiplying the applicable percent of reduction by the computed tonnage of the noncompliant work. Percent of Quantity Paid shall be the percentage shown in Table 401.05-2 - Sliding Scale Pay Factor for Compaction. The reduced tonnage shall be used as the payment quantity for the noncompliant work. The reduced quantity paid that is used for the monthly payment will be arrived at by multiplying the contract unit price by the reduced tonnage.

Table 401.05-2 – Sliding Scale Pay Factor for Compaction	
Percent Compaction	**Percent of Quantity Paid**
> 98.0	Removal
>97.0 - 98.0	95
93.0- 97.0	100
90.0 - <93.0	80
<90.0	Removal

Overtime Labor Premium Force Account"

END OF SECTION 401

SECTION 414 – RECONSTRUCTION OF WEAKENED PAVEMENT AREAS

Make the following amendment to said Section:

(I) Amend **Subsection 414.03 – Construction** by adding the following paragraphs after line 26:

"The depth of excavation for reconstruction shall be the reconstruction thickness as ordered by the Engineer. Consider the depth of excavation for reconstruction to be equal to the thickness of the new pavement section if the contract shows no depth. Reconstruct the excavated areas according to Section 301 – Hot Mix Asphalt Base Course (HMABC).

Backfill and thoroughly compact unauthorized excavation below the required bottom grade with suitable material at no cost to the State. The finished bottom grade immediately before placing subsequent material thereon shall have a relative compaction of not less than 95 percent for a depth of 6 inches."

(II) Amend **Subsection 414.04 – Measurement** from lines 28 to 29 to read:

"**414.04 Measurement.** The Engineer will measure excavation for reconstruction of weakened pavement areas per square yard as determined by the Engineer."

(III) Amend **Subsection 414.05 – Payment** from lines 31 to 40 to read:

"**414.05 Payment.** The Engineer will pay for the accepted excavation of weakened pavement areas at the contract unit price per square yard. Payment will be full compensation for the work prescribed in this section and the contract documents.

The Engineer will pay for the following pay item when included in the proposal schedule:

Pay Item	**Pay Unit**
Excavation of Weakened Pavement Areas, ____	Square Yard"

END OF SECTION 414

PROPOSAL SCHEDULE - AREA 1

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
209.0100	Installation, Maintenance, Monitoring, and Removal of BMP	F.A.	F.A.	F.A.	$ 500,000.00
301.0100	3 Inch HMA Base Course	5,000-50,000	SY	$	$
301.0100	3 Inch HMA Base Course	50,001-100,000	SY	$	$
301.0100	3 Inch HMA Base Course	100,001-150,000	SY	$	$
301.0200	4 Inch HMA Base Course	5,000-50,000	SY	$	$
301.0200	4 Inch HMA Base Course	50,001-100,000	SY	$	$
301.0200	4 Inch HMA Base Course	100,001-150,000	SY	$	$
301.0300	5 Inch HMA Base Course	5,000-50,000	SY	$	$
301.0300	5 Inch HMA Base Course	50,001-100,000	SY	$	$
301.0300	5 Inch HMA Base Course	100,001-150,000	SY	$	$
401.0100	HMA Pavement, Mix No. V Leveling	50-500	Ton	$	$
401.0100	HMA Pavement, Mix No. V Leveling	501-5000	Ton	$	$
401.0420	2 Inch HMA Pavement, Mix No. IV	5,000-50,000	SY	$	$
401.0420	2 Inch HMA Pavement, Mix No. IV	50,001-100,000	SY	$	$
401.0420	2 Inch HMA Pavement, Mix No. IV	100,001-150,000	SY	$	$
401.0510	3 Inch HMA Pavement, Mix No. IV	5,000-50,000	SY	$	$
401.0510	3 Inch HMA Pavement, Mix No. IV	50,001-100,000	SY	$	$
401.0510	3 Inch HMA Pavement, Mix No. IV	100,001-150,000	SY	$	$

PROPOSAL SCHEDULE - AREA 1

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
401.0700	2 Inch PMA Pavement, Mix No. IV	5,000-50,000	SY	$ _____	$ _____
401.0700	2 Inch PMA Pavement, Mix No. IV	50,001-100,000	SY	$ _____	$ _____
401.0700	2 Inch PMA Pavement, Mix No. IV	100,001-150,000	SY	$ _____	$ _____
401.0710	3 Inch PMA Pavement, Mix No. IV	5,000-50,000	SY	$ _____	$ _____
401.0710	3 Inch PMA Pavement, Mix No. IV	50,001-100,000	SY	$ _____	$ _____
401.0710	3 Inch PMA Pavement, Mix No. IV	100,001-150,000	SY	$ _____	$ _____
401.0720	Third-Party Profile Testing and Equipment	Allow.	Allow.	Allow.	$ 20,000.00
401.0730	Third-Party Dispute Resolution Profile Testing	Allow.	Allow.	Allow.	$ 20,000.00
401.0740	Pavement Smoothness Incentive	Allow.	Allow.	Allow.	$ 100,000.00
401.0800	Overtime Labor Premium	F.A.	F.A.	F.A.	$ 10,000.00
404.0100	Slurry Seal	5,000-50,000	SY	$ _____	$ _____
404.0100	Slurry Seal	50,001-100,000	SY	$ _____	$ _____
404.0100	Slurry Seal	100,001-150,000	SY	$ _____	$ _____
406.0420	2 Inch SMA Pavement	5,000-50,000	SY	$ _____	$ _____
406.0420	2 Inch SMA Pavement	50,001-100,000	SY	$ _____	$ _____
406.0420	2 Inch SMA Pavement	100,001-150,000	SY	$ _____	$ _____
406.0510	3 Inch SMA Pavement	5,000-50,000	SY	$ _____	$ _____
406.0510	3 Inch SMA Pavement	50,001-100,000	SY	$ _____	$ _____

PROPOSAL SCHEDULE - AREA 1

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
406.0510	3 Inch SMA Pavement	100,001-150,000	SY	$ _____	$ _____
406.0720	Third-Party Profile Testing and Equipment	Allow.	Allow.	Allow.	$ 20,000.00
406.0730	Third-Party Dispute Resolution Profile Testing	Allow.	Allow.	Allow.	$ 20,000.00
414.0110	Excavation of Weakened Pavement Areas, 3 Inch	5,000-50,000	SY	$ _____	$ _____
414.0110	Excavation of Weakened Pavement Areas, 3 Inch	50,001-100,000	SY	$ _____	$ _____
414.0110	Excavation of Weakened Pavement Areas, 3 Inch	100,001-150,000	SY	$ _____	$ _____
414.0111	Excavation of Weakened Pavement Areas, 4 Inch	5,000-50,000	SY	$ _____	$ _____
414.0111	Excavation of Weakened Pavement Areas, 4 Inch	50,001-100,000	SY	$ _____	$ _____
414.0111	Excavation of Weakened Pavement Areas, 4 Inch	100,001-150,000	SY	$ _____	$ _____
414.0112	Excavation of Weakened Pavement Areas, 5 Inch	5,000-50,000	SY	$ _____	$ _____
414.0112	Excavation of Weakened Pavement Areas, 5 Inch	50,001-100,000	SY	$ _____	$ _____
414.0112	Excavation of Weakened Pavement Areas, 5 Inch	100,001-150,000	SY	$ _____	$ _____
415.0100	2 Inch Cold Planing	5,000-50,000	SY	$ _____	$ _____
415.0100	2 Inch Cold Planing	50,001-100,000	SY	$ _____	$ _____
415.0100	2 Inch Cold Planing	100,001-150,000	SY	$ _____	$ _____
415.0200	3 Inch Cold Planing	5,000-50,000	SY	$ _____	$ _____
415.0200	3 Inch Cold Planing	50,001-100,000	SY	$ _____	$ _____

PROPOSAL SCHEDULE - AREA 1

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
415.0200	3 Inch Cold Planing	100,001-150,000	SY	$ _____	$ _____
416.0150	Scarify Existing Pavement	5,000-50,000	SY	$ _____	$ _____
416.0150	Scarify Existing Pavement	50,001-100,000	SY	$ _____	$ _____
416.0150	Scarify Existing Pavement	100,001-150,000	SY	$ _____	$ _____
417.1000	Cut Cores to Determine Existing Pavement Condition	1-50	Each	$ _____	$ _____
604.0100	Adjusting Manhole Cast Iron Frame and Cover	1-100	Each	$ _____	$ _____
623.0100	Loop Detector Sensing Unit (6 Ft x 6 Ft)	1-100	Each	$ _____	$ _____
623.0100	Loop Detector Sensing Unit (6 Ft Diameter)	1-100	Each	$ _____	$ _____
623.0300	Approach-Only Microwave Vehicle Detector	1-50	Each	$ _____	$ _____
627.0100	Vehicular Counting and Classification System Sensor Replacement	F.A.	F.A.	F.A.	$ 30,000.00
645.0100	Traffic Control (Shoulder Closure, per day)	10-200	Each	$ _____	$ _____
645.0200	Traffic Control (Flagging Operation, per day)	10-200	Each	$ _____	$ _____
645.0300	Traffic Control (Single-Lane Closure, per day)	10-200	Each	$ _____	$ _____
645.1000	Electronic Message Board (per day)	10-400	Each	$ _____	$ _____

a. Sum of All Items - Area 1 ..... $ _____

Note: Bidders must complete all unit prices and amounts. Failure to do so may be grounds for rejection of bid.

The maximum Approx Quantity multiplied by the Unit Price shall be used for comparison of bids to determine the Sum of All Items.

PROPOSAL SCHEDULE - AREA 2

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
209.0100	Installation, Maintenance, Monitoring, and Removal of BMP	F.A.	F.A.	F.A.	$ 500,000.00
301.0100	3 Inch HMA Base Course	5,000-50,000	SY	$	$
301.0100	3 Inch HMA Base Course	50,001-100,000	SY	$	$
301.0100	3 Inch HMA Base Course	100,001-150,000	SY	$	$
301.0200	4 Inch HMA Base Course	5,000-50,000	SY	$	$
301.0200	4 Inch HMA Base Course	50,001-100,000	SY	$	$
301.0200	4 Inch HMA Base Course	100,001-150,000	SY	$	$
301.0300	5 Inch HMA Base Course	5,000-50,000	SY	$	$
301.0300	5 Inch HMA Base Course	50,001-100,000	SY	$	$
301.0300	5 Inch HMA Base Course	100,001-150,000	SY	$	$
401.0100	HMA Pavement, Mix No. V Leveling	50-500	Ton	$	$
401.0100	HMA Pavement, Mix No. V Leveling	501-5000	Ton	$	$
401.0420	2 Inch HMA Pavement, Mix No. IV	5,000-50,000	SY	$	$
401.0420	2 Inch HMA Pavement, Mix No. IV	50,001-100,000	SY	$	$
401.0420	2 Inch HMA Pavement, Mix No. IV	100,001-150,000	SY	$	$
401.0510	3 Inch HMA Pavement, Mix No. IV	5,000-50,000	SY	$	$
401.0510	3 Inch HMA Pavement, Mix No. IV	50,001-100,000	SY	$	$
401.0510	3 Inch HMA Pavement, Mix No. IV	100,001-150,000	SY	$	$

PROPOSAL SCHEDULE - AREA 2

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
401.0700	2 Inch PMA Pavement, Mix No. IV	5,000-50,000	SY	$ _____	$ _____
401.0700	2 Inch PMA Pavement, Mix No. IV	50,001-100,000	SY	$ _____	$ _____
401.0700	2 Inch PMA Pavement, Mix No. IV	100,001-150,000	SY	$ _____	$ _____
401.0710	3 Inch PMA Pavement, Mix No. IV	5,000-50,000	SY	$ _____	$ _____
401.0710	3 Inch PMA Pavement, Mix No. IV	50,001-100,000	SY	$ _____	$ _____
401.0710	3 Inch PMA Pavement, Mix No. IV	100,001-150,000	SY	$ _____	$ _____
401.0720	Third-Party Profile Testing and Equipment	Allow.	Allow.	Allow.	$ 20,000.00
401.0730	Third-Party Dispute Resolution Profile Testing	Allow.	Allow.	Allow.	$ 20,000.00
401.0740	Pavement Smoothness Incentive	Allow.	Allow.	Allow.	$ 100,000.00
401.0800	Overtime Labor Premium	F.A.	F.A.	F.A.	$ 10,000.00
404.0100	Slurry Seal	5,000-50,000	SY	$ _____	$ _____
404.0100	Slurry Seal	50,001-100,000	SY	$ _____	$ _____
404.0100	Slurry Seal	100,001-150,000	SY	$ _____	$ _____
406.0420	2 Inch SMA Pavement	5,000-50,000	SY	$ _____	$ _____
406.0420	2 Inch SMA Pavement	50,001-100,000	SY	$ _____	$ _____
406.0420	2 Inch SMA Pavement	100,001-150,000	SY	$ _____	$ _____
406.0510	3 Inch SMA Pavement	5,000-50,000	SY	$ _____	$ _____
406.0510	3 Inch SMA Pavement	50,001-100,000	SY	$ _____	$ _____

PROPOSAL SCHEDULE - AREA 2

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
406.0510	3 Inch SMA Pavement	100,001-150,000	SY	$	$
406.0720	Third-Party Profile Testing and Equipment	Allow.	Allow.	Allow.	$ 20,000.00
406.0730	Third-Party Dispute Resolution Profile Testing	Allow.	Allow.	Allow.	$ 20,000.00
414.0110	Excavation of Weakened Pavement Areas, 3 Inch	5,000-50,000	SY	$	$
414.0110	Excavation of Weakened Pavement Areas, 3 Inch	50,001-100,000	SY	$	$
414.0110	Excavation of Weakened Pavement Areas, 3 Inch	100,001-150,000	SY	$	$
414.0111	Excavation of Weakened Pavement Areas, 4 Inch	5,000-50,000	SY	$	$
414.0111	Excavation of Weakened Pavement Areas, 4 Inch	50,001-100,000	SY	$	$
414.0111	Excavation of Weakened Pavement Areas, 4 Inch	100,001-150,000	SY	$	$
414.0112	Excavation of Weakened Pavement Areas, 5 Inch	5,000-50,000	SY	$	$
414.0112	Excavation of Weakened Pavement Areas, 5 Inch	50,001-100,000	SY	$	$
414.0112	Excavation of Weakened Pavement Areas, 5 Inch	100,001-150,000	SY	$	$
415.0100	2 Inch Cold Planing	5,000-50,000	SY	$	$
415.0100	2 Inch Cold Planing	50,001-100,000	SY	$	$
415.0100	2 Inch Cold Planing	100,001-150,000	SY	$	$
415.0200	3 Inch Cold Planing	5,000-50,000	SY	$	$
415.0200	3 Inch Cold Planing	50,001-100,000	SY	$	$

PROPOSAL SCHEDULE - AREA 2

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
415.0200	3 Inch Cold Planing	100,001-150,000	SY	$ _____	$ _____
416.0150	Scarify Existing Pavement	5,000-50,000	SY	$ _____	$ _____
416.0150	Scarify Existing Pavement	50,001-100,000	SY	$ _____	$ _____
416.0150	Scarify Existing Pavement	100,001-150,000	SY	$ _____	$ _____
417.1000	Cut Cores to Determine Existing Pavement Condition	1-50	Each	$ _____	$ _____
604.0100	Adjusting Manhole Cast Iron Frame and Cover	1-100	Each	$ _____	$ _____
623.0100	Loop Detector Sensing Unit (6 Ft x 6 Ft)	1-100	Each	$ _____	$ _____
623.0100	Loop Detector Sensing Unit (6 Ft Diameter)	1-100	Each	$ _____	$ _____
623.0300	Approach-Only Microwave Vehicle Detector	1-50	Each	$ _____	$ _____
627.0100	Vehicular Counting and Classification System Sensor Replacement	F.A.	F.A.	F.A.	$ 30,000.00
645.0100	Traffic Control (Shoulder Closure, per day)	10-200	Each	$ _____	$ _____
645.0200	Traffic Control (Flagging Operation, per day)	10-200	Each	$ _____	$ _____
645.0300	Traffic Control (Single-Lane Closure, per day)	10-200	Each	$ _____	$ _____
645.1000	Electronic Message Board (per day)	10-400	Each	$ _____	$ _____

a. Sum of All Items - Area 2 ..... $ _____

Note: Bidders must complete all unit prices and amounts. Failure to do so may be grounds for rejection of bid.

The maximum Approx Quantity multiplied by the Unit Price shall be used for comparison of bids to determine the Sum of All Items.

PROPOSAL SCHEDULE - AREA 3

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
209.0100	Installation, Maintenance, Monitoring, and Removal of BMP	F.A.	F.A.	F.A.	$ 500,000.00
301.0100	3 Inch HMA Base Course	5,000-50,000	SY	$	$
301.0100	3 Inch HMA Base Course	50,001-100,000	SY	$	$
301.0100	3 Inch HMA Base Course	100,001-150,000	SY	$	$
301.0200	4 Inch HMA Base Course	5,000-50,000	SY	$	$
301.0200	4 Inch HMA Base Course	50,001-100,000	SY	$	$
301.0200	4 Inch HMA Base Course	100,001-150,000	SY	$	$
301.0300	5 Inch HMA Base Course	5,000-50,000	SY	$	$
301.0300	5 Inch HMA Base Course	50,001-100,000	SY	$	$
301.0300	5 Inch HMA Base Course	100,001-150,000	SY	$	$
401.0100	HMA Pavement, Mix No. V Leveling	50-500	Ton	$	$
401.0100	HMA Pavement, Mix No. V Leveling	501-5000	Ton	$	$
401.0420	2 Inch HMA Pavement, Mix No. IV	5,000-50,000	SY	$	$
401.0420	2 Inch HMA Pavement, Mix No. IV	50,001-100,000	SY	$	$
401.0420	2 Inch HMA Pavement, Mix No. IV	100,001-150,000	SY	$	$
401.0510	3 Inch HMA Pavement, Mix No. IV	5,000-50,000	SY	$	$
401.0510	3 Inch HMA Pavement, Mix No. IV	50,001-100,000	SY	$	$
401.0510	3 Inch HMA Pavement, Mix No. IV	100,001-150,000	SY	$	$

PROPOSAL SCHEDULE - AREA 3

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
401.0700	2 Inch PMA Pavement, Mix No. IV	5,000-50,000	SY	$ _____	$ _____
401.0700	2 Inch PMA Pavement, Mix No. IV	50,001-100,000	SY	$ _____	$ _____
401.0700	2 Inch PMA Pavement, Mix No. IV	100,001-150,000	SY	$ _____	$ _____
401.0710	3 Inch PMA Pavement, Mix No. IV	5,000-50,000	SY	$ _____	$ _____
401.0710	3 Inch PMA Pavement, Mix No. IV	50,001-100,000	SY	$ _____	$ _____
401.0710	3 Inch PMA Pavement, Mix No. IV	100,001-150,000	SY	$ _____	$ _____
401.0720	Third-Party Profile Testing and Equipment	Allow.	Allow.	Allow.	$ 20,000.00
401.0730	Third-Party Dispute Resolution Profile Testing	Allow.	Allow.	Allow.	$ 20,000.00
401.0740	Pavement Smoothness Incentive	Allow.	Allow.	Allow.	$ 100,000.00
401.0800	Overtime Labor Premium	F.A.	F.A.	F.A.	$ 10,000.00
404.0100	Slurry Seal	5,000-50,000	SY	$ _____	$ _____
404.0100	Slurry Seal	50,001-100,000	SY	$ _____	$ _____
404.0100	Slurry Seal	100,001-150,000	SY	$ _____	$ _____
406.0420	2 Inch SMA Pavement	5,000-50,000	SY	$ _____	$ _____
406.0420	2 Inch SMA Pavement	50,001-100,000	SY	$ _____	$ _____
406.0420	2 Inch SMA Pavement	100,001-150,000	SY	$ _____	$ _____
406.0510	3 Inch SMA Pavement	5,000-50,000	SY	$ _____	$ _____
406.0510	3 Inch SMA Pavement	50,001-100,000	SY	$ _____	$ _____

PROPOSAL SCHEDULE - AREA 3

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
406.0510	3 Inch SMA Pavement	100,001-150,000	SY	$	$
406.0720	Third-Party Profile Testing and Equipment	Allow.	Allow.	Allow.	$ 20,000.00
406.0730	Third-Party Dispute Resolution Profile Testing	Allow.	Allow.	Allow.	$ 20,000.00
414.0110	Excavation of Weakened Pavement Areas, 3 Inch	5,000-50,000	SY	$	$
414.0110	Excavation of Weakened Pavement Areas, 3 Inch	50,001-100,000	SY	$	$
414.0110	Excavation of Weakened Pavement Areas, 3 Inch	100,001-150,000	SY	$	$
414.0111	Excavation of Weakened Pavement Areas, 4 Inch	5,000-50,000	SY	$	$
414.0111	Excavation of Weakened Pavement Areas, 4 Inch	50,001-100,000	SY	$	$
414.0111	Excavation of Weakened Pavement Areas, 4 Inch	100,001-150,000	SY	$	$
414.0112	Excavation of Weakened Pavement Areas, 5 Inch	5,000-50,000	SY	$	$
414.0112	Excavation of Weakened Pavement Areas, 5 Inch	50,001-100,000	SY	$	$
414.0112	Excavation of Weakened Pavement Areas, 5 Inch	100,001-150,000	SY	$	$
415.0100	2 Inch Cold Planing	5,000-50,000	SY	$	$
415.0100	2 Inch Cold Planing	50,001-100,000	SY	$	$
415.0100	2 Inch Cold Planing	100,001-150,000	SY	$	$
415.0200	3 Inch Cold Planing	5,000-50,000	SY	$	$
415.0200	3 Inch Cold Planing	50,001-100,000	SY	$	$

PROPOSAL SCHEDULE - AREA 3

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
415.0200	3 Inch Cold Planing	100,001-150,000	SY	$ _____	$ _____
416.0150	Scarify Existing Pavement	5,000-50,000	SY	$ _____	$ _____
416.0150	Scarify Existing Pavement	50,001-100,000	SY	$ _____	$ _____
416.0150	Scarify Existing Pavement	100,001-150,000	SY	$ _____	$ _____
417.1000	Cut Cores to Determine Existing Pavement Condition	1-50	Each	$ _____	$ _____
604.0100	Adjusting Manhole Cast Iron Frame and Cover	1-100	Each	$ _____	$ _____
623.0100	Loop Detector Sensing Unit (6 Ft x 6 Ft)	1-100	Each	$ _____	$ _____
623.0100	Loop Detector Sensing Unit (6 Ft Diameter)	1-100	Each	$ _____	$ _____
623.0300	Approach-Only Microwave Vehicle Detector	1-50	Each	$ _____	$ _____
627.0100	Vehicular Counting and Classification System Sensor Replacement	F.A.	F.A.	F.A.	$ 30,000.00
645.0100	Traffic Control (Shoulder Closure, per day)	10-200	Each	$ _____	$ _____
645.0200	Traffic Control (Flagging Operation, per day)	10-200	Each	$ _____	$ _____
645.0300	Traffic Control (Single-Lane Closure, per day)	10-200	Each	$ _____	$ _____
645.1000	Electronic Message Board (per day)	10-400	Each	$ _____	$ _____

a. Sum of All Items - Area 3 ..... $ _____

Note: Bidders must complete all unit prices and amounts. Failure to do so may be grounds for rejection of bid.

The maximum Approx Quantity multiplied by the Unit Price shall be used for comparison of bids to determine the Sum of All Items.

PROPOSAL SCHEDULE - AREA 4

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
209.0100	Installation, Maintenance, Monitoring, and Removal of BMP	F.A.	F.A.	F.A.	$ 500,000.00
301.0100	3 Inch HMA Base Course	5,000-50,000	SY	$	$
301.0100	3 Inch HMA Base Course	50,001-100,000	SY	$	$
301.0100	3 Inch HMA Base Course	100,001-150,000	SY	$	$
301.0200	4 Inch HMA Base Course	5,000-50,000	SY	$	$
301.0200	4 Inch HMA Base Course	50,001-100,000	SY	$	$
301.0200	4 Inch HMA Base Course	100,001-150,000	SY	$	$
301.0300	5 Inch HMA Base Course	5,000-50,000	SY	$	$
301.0300	5 Inch HMA Base Course	50,001-100,000	SY	$	$
301.0300	5 Inch HMA Base Course	100,001-150,000	SY	$	$
401.0100	HMA Pavement, Mix No. V Leveling	50-500	Ton	$	$
401.0100	HMA Pavement, Mix No. V Leveling	501-5000	Ton	$	$
401.0420	2 Inch HMA Pavement, Mix No. IV	5,000-50,000	SY	$	$
401.0420	2 Inch HMA Pavement, Mix No. IV	50,001-100,000	SY	$	$
401.0420	2 Inch HMA Pavement, Mix No. IV	100,001-150,000	SY	$	$
401.0510	3 Inch HMA Pavement, Mix No. IV	5,000-50,000	SY	$	$
401.0510	3 Inch HMA Pavement, Mix No. IV	50,001-100,000	SY	$	$
401.0510	3 Inch HMA Pavement, Mix No. IV	100,001-150,000	SY	$	$

PROPOSAL SCHEDULE - AREA 4

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
401.0700	2 Inch PMA Pavement, Mix No. IV	5,000-50,000	SY	$ _____	$ _____
401.0700	2 Inch PMA Pavement, Mix No. IV	50,001-100,000	SY	$ _____	$ _____
401.0700	2 Inch PMA Pavement, Mix No. IV	100,001-150,000	SY	$ _____	$ _____
401.0710	3 Inch PMA Pavement, Mix No. IV	5,000-50,000	SY	$ _____	$ _____
401.0710	3 Inch PMA Pavement, Mix No. IV	50,001-100,000	SY	$ _____	$ _____
401.0710	3 Inch PMA Pavement, Mix No. IV	100,001-150,000	SY	$ _____	$ _____
401.0720	Third-Party Profile Testing and Equipment	Allow.	Allow.	Allow.	$ 20,000.00
401.0730	Third-Party Dispute Resolution Profile Testing	Allow.	Allow.	Allow.	$ 20,000.00
401.0740	Pavement Smoothness Incentive	Allow.	Allow.	Allow.	$ 100,000.00
401.0800	Overtime Labor Premium	F.A.	F.A.	F.A.	$ 10,000.00
404.0100	Slurry Seal	5,000-50,000	SY	$ _____	$ _____
404.0100	Slurry Seal	50,001-100,000	SY	$ _____	$ _____
404.0100	Slurry Seal	100,001-150,000	SY	$ _____	$ _____
406.0420	2 Inch SMA Pavement	5,000-50,000	SY	$ _____	$ _____
406.0420	2 Inch SMA Pavement	50,001-100,000	SY	$ _____	$ _____
406.0420	2 Inch SMA Pavement	100,001-150,000	SY	$ _____	$ _____
406.0510	3 Inch SMA Pavement	5,000-50,000	SY	$ _____	$ _____
406.0510	3 Inch SMA Pavement	50,001-100,000	SY	$ _____	$ _____

PROPOSAL SCHEDULE - AREA 4

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
406.0510	3 Inch SMA Pavement	100,001-150,000	SY	$ _____	$ _____
406.0720	Third-Party Profile Testing and Equipment	Allow.	Allow.	Allow.	$ 20,000.00
406.0730	Third-Party Dispute Resolution Profile Testing	Allow.	Allow.	Allow.	$ 20,000.00
414.0110	Excavation of Weakened Pavement Areas, 3 Inch	5,000-50,000	SY	$ _____	$ _____
414.0110	Excavation of Weakened Pavement Areas, 3 Inch	50,001-100,000	SY	$ _____	$ _____
414.0110	Excavation of Weakened Pavement Areas, 3 Inch	100,001-150,000	SY	$ _____	$ _____
414.0111	Excavation of Weakened Pavement Areas, 4 Inch	5,000-50,000	SY	$ _____	$ _____
414.0111	Excavation of Weakened Pavement Areas, 4 Inch	50,001-100,000	SY	$ _____	$ _____
414.0111	Excavation of Weakened Pavement Areas, 4 Inch	100,001-150,000	SY	$ _____	$ _____
414.0112	Excavation of Weakened Pavement Areas, 5 Inch	5,000-50,000	SY	$ _____	$ _____
414.0112	Excavation of Weakened Pavement Areas, 5 Inch	50,001-100,000	SY	$ _____	$ _____
414.0112	Excavation of Weakened Pavement Areas, 5 Inch	100,001-150,000	SY	$ _____	$ _____
415.0100	2 Inch Cold Planing	5,000-50,000	SY	$ _____	$ _____
415.0100	2 Inch Cold Planing	50,001-100,000	SY	$ _____	$ _____
415.0100	2 Inch Cold Planing	100,001-150,000	SY	$ _____	$ _____
415.0200	3 Inch Cold Planing	5,000-50,000	SY	$ _____	$ _____
415.0200	3 Inch Cold Planing	50,001-100,000	SY	$ _____	$ _____

PROPOSAL SCHEDULE - AREA 4

ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
415.0200	3 Inch Cold Planing	100,001-150,000	SY	$ _____	$ _____
416.0150	Scarify Existing Pavement	5,000-50,000	SY	$ _____	$ _____
416.0150	Scarify Existing Pavement	50,001-100,000	SY	$ _____	$ _____
416.0150	Scarify Existing Pavement	100,001-150,000	SY	$ _____	$ _____
417.1000	Cut Cores to Determine Existing Pavement Condition	1-50	Each	$ _____	$ _____
604.0100	Adjusting Manhole Cast Iron Frame and Cover	1-100	Each	$ _____	$ _____
623.0100	Loop Detector Sensing Unit (6 Ft x 6 Ft)	1-100	Each	$ _____	$ _____
623.0100	Loop Detector Sensing Unit (6 Ft Diameter)	1-100	Each	$ _____	$ _____
623.0300	Approach-Only Microwave Vehicle Detector	1-50	Each	$ _____	$ _____
627.0100	Vehicular Counting and Classification System Sensor Replacement	F.A.	F.A.	F.A.	$ 30,000.00
645.0100	Traffic Control (Shoulder Closure, per day)	10-200	Each	$ _____	$ _____
645.0200	Traffic Control (Flagging Operation, per day)	10-200	Each	$ _____	$ _____
645.0300	Traffic Control (Single-Lane Closure, per day)	10-200	Each	$ _____	$ _____
645.1000	Electronic Message Board (per day)	10-400	Each	$ _____	$ _____

a. Sum of All Items - Area 4 ..... $ _____

Note: Bidders must complete all unit prices and amounts. Failure to do so may be grounds for rejection of bid.

The maximum Approx Quantity multiplied by the Unit Price shall be used for comparison of bids to determine the Sum of All Items.

PROPOSAL SCHEDULE - SUMMARY

	ITEM DESCRIPTION				AMOUNT
	TOTAL OF ALL ITEMS - AREA 1				$ _____
	TOTAL OF ALL ITEMS - AREA 2				$ _____
	TOTAL OF ALL ITEMS - AREA 3				$ _____
	TOTAL OF ALL ITEMS - AREA 4				$ _____

ASPHALT PAVEMENT PRESERVATION, RESURFACING, AND RECONSTRUCTION AT VARIOUS LOCATIONS

FEDERAL-AID PROJECT NO. STP-0300(184)

PRE-BID MEETING NOTES
FEBRUARY 3, 2022

The following notes are from the Hawaii Department of Transportation (HDOT) pre-bid meeting with prospective bidders for the Asphalt Pavement Preservation, Resurfacing, and Reconstruction at Various Locations project.

The meeting was conducted virtually via Microsoft Teams at 10:00 am.

All attendees were notified of the following:

- This is an open-ended project. Specific paving areas and paving quantities are not known at this time.

- All work will be issued through work orders after the contract is awarded.

- Please refer to Special Provisions Section 102 for bid security amounts to be submitted per area.

- Proposal Schedule items show minimum/maximum ranges for the approx. quantity for each pay item. Amounts for each pay item will be calculated by multiplying the unit price by the maximum approx. quantity. This will be the amount used to compare bids and select a low bidder.

- The bid opening date is still set for February 24, 2022 at 2:00pm.

- Please submit all RFIs via HIePRO by February 10, 2022.

Attendance List: HDOT
Jas. W. Glover, Ltd.
Grace Pacific LLC
Road and Highway Builders, LLC
Hiilawe Construction LLC
(808) 478-3917 (no company name given)

The meeting ended at 10:05 am.

All items discussed at this meeting are for clarification only. The bid documents shall govern over anything said at the meeting and discrepancies shall be clarified in Addendum No. 1.

Contractor's RFI:

1. Checking if Crack Sealing will be required on this project. If so, will there be a pay item for crack sealing or if it is incidental please (if incidental what items)?

   Crack sealing is not required on this project.

2. Are Advisory Boards (Notice to Motorist) Required Per Spec 645.03(G) Advisory Signs. Submit advisory sign shop drawings. Construct, install, maintain, and remove two advisory signs as ordered by the Engineer. Place signs at locations designated by the Engineer. Provide signs, minimum B feet wide by 4 feet high, with black letters on orange background, and with three 4,00 pounds/foot flanged channel posts for each sign? If so can you please provide the locations?

   HDOT will provide the locations with each work order.

3. Are Post mounted Construction Signs (Road Work Ahead & End Road Work) or Construction Work Zone Signs required per spec 645.03 (B) Construction Signs. Erect construction signs at the beginning of project and at the end of project at the location indicated by the Engineer. These signs shall remain for the duration of the highway project. Maintain these signs. Place these signs besides the required traffic control signs called for herein? If so can you please provide the quantity and locations?

   HDOT will provide the quantity and locations with each work order.

4. Will awards be issued per area where a contractor could win one or more areas? Are contractors required to bid on all areas?

   Each area will be awarded to the lowest bidder, so one Contractor could be awarded multiple areas. Contractors do not have to bid on all areas.

5. Spec section 102.03 says "When the Department increases or decreases the estimated quantity of a contract item by more than 15% the Department will make payment for such items in accordance with Subsection 104.06 - Methods of Price Adjustment". Proposal page P-3 note 3 says that "all increased or decreased quantities of work shall be performed at the unit price". Please clarify.

   Note 3 on Sheet P-3 is effective until quantity amounts increase or decrease by more than 15%, then Spec Section 104.06 applies.

6. In the proposal schedule, the bid items have a range of quantities in the APPROX. QUANTITY column. In the AMOUNT column, how do you calculate the $ amount? Is it UNIT PRICE times the lower or the higher quantity in the APPROX. QUANTITY column?

   The maximum Approx. Quantity multiplied by the Unit Price shall be used for

comparison of bids to determine the Sum of All Items.

7. There are 188 bid items related to cold planing and/or paving. If the contractor utilizes a service provider that is incidental to each of these 188 items, does the contractor have to list each item separately on the SBE confirmation and commitment forms as well as the goal verification form? Does the contractor have to fill out separate forms for each area?

   In cases where many bid items exist, the prime contractor bidding on a project may submit an additional document (i.e. spreadsheet or list) along with the signed SBE Confirmation and Commitment Form(s) and the SBE Contract Goal Verification Form(s). A notation is required on the original form to direct the HDOT bid reviewer to the additional document. For example, state "see attached document" or "see Appendix". To avoid confusion, additional document titles should be identical to that of the information provided on the original documents.

   Additional document(s) must include the names of all subcontractor(s), manufacturer(s), supplier(s), trucker(s), and other business(es) participating in the project so the bid/proposal can be sufficiently evaluated. In all cases, the signed originals and the additional document must be submitted.

   For the Small Business Enterprise (SBE) Confirmation and Commitment Agreements:

   1) Make sure the Project #, County, NAICS CODE/Description of Work, and Secondary NAICS Code, Estimated Beginning Date (Month/Year) and Estimated Completion Date (Month/Year) entries are filled on the original document.

   2) Make sure that required pages are signed and dated by all parties concerned on the original document.

   For the Contract Goal Verification and Good Faith Efforts Documentation Form:

   1) Make sure the Project #, County, SBE Project Goal and Prime Contractor entries are filled on the original document.

   2) Make sure that questions are answered on subsequent pages and all submitted pages are signed and dated.

   Refer to the Instructions for each form found in the bid documents.

   Yes, the contractor should fill out a separate form (Small Business Enterprise (SBE) Confirmation and Commitment Agreement Subcontractor, Manufacturer, or Supplier form and Contract Goal Verification and Good Faith Efforts (GFE) Documentation For Construction) for each area. List the area number on each separate form.

8. Is the State going to clarify which quantity in the proposal will be used to multiply the unit price by to calculate the total for each item?

   The maximum Approx. Quantity multiplied by the Unit Price shall be used for comparison of bids to determine the Sum of All Items.

9. Spec section 110.01 Items 1 and 2 indicate that the minimum width shall be four (4) feet wide to include both vehicle wheel ruts but Item 5 indicates a width of 10 feet. Will the state consider changing the minimum widths for item 1 and 2 to 10 feet consistent with item 5?

   Spec Section 110.01, Item 5 will be revised to 4 feet.

10. Please confirm that only temporary striping is required (No permanent striping).

    Only temporary striping is required in this contract.

11. The proposal schedule item description has items with HMA Base Course, Mix No. IV. Should these item descriptions be revised to HMA Base Course?

    Mix No. IV will be removed from HMA Base Course pay items.

12. Please confirm if permanent pavement markings are to be installed as part of this contract.

    Only temporary striping is required in this contract.

13. In the past, the State included in their contracts Short Supply Material clauses to protect both the State and Contractors in the midst of sharp material increases beyond the Contractors control. Forecasted costs of construction materials show a sharp increase in imported costs for asphalt cement binder in the coming months, which will affect this project. Request that the State consider reinstituting Short Supply clauses to the contract for:
    - Asphalt Cement
    - Portland Concrete Cement
    - Structural Steel
    - Reinforcing Steel

    This will allow the Contractor to bid with more confidence and protect the State from inflated pricing.

    Short Supply clauses will not be included in this contract.

14. Section 110, Line 59 "The minimum width of the cold planed area shall be four (4) feet wide to include both vehicle wheel ruts in the reconstructed area." This cannot be measured accurately with an inertial profiler. Testing this area would require a California profilograph. In addition, how can the contractor be held to smoothness requirements when the contractor has to tie into existing pavement within the lane? Request to make lane tying in to curb/curb and gutter an exception area. In lieu of this, please confirm that in the event of 4ft cold planing a 10ft straight edge can be used At miscellaneous areas of improvement where width is less than 11 feet, such as medians, gore areas, and shoulders.

    As noted on Line 36, referenced cold planed area will be checked by straight edge with a 3/16" tolerance.

15. Section 401, Line 969 - "Apply the pavement joint adhesive material to the entire face of the surface where HMA pavement shall be installed." - Does this apply to the whole face of the butt wedge joint? Applying the adhesive along the angled surface could create a slip plane that will affect compaction.

    Joint adhesive should be applied to the entire face of a butt joint; for a wedge joint, it should be applied to the vertical face (notch) and top 3-4 inches of the wedge.

16. Section 401, Line 1026 - "Construction Joints where a day's paving ended and another day's began." What is the buffer distance where the inertial profiling ends/begins?

    Please delete this sentence from the list for straight edge (delete lines 1026 and 1027), since this location should be included in inertial profiler testing.

17. Section 401, Line 1039 - "When pavement abuts bridge approaches or pavement not under this Contract, ensure that the longitudinal slope deviations of the finished pavement comply with Contract Document's requirements." Does "pavement" include all asphalt and concrete pavements?

    Yes

18. Section 401, Line 1069 - "There shall be a minimum 3 profile runs per lane, for each wheel path (left and right) which is approximately three feet from edge lane line." Will the runs be averaged?

    Runs will be averaged.

19. Section 401, Line 1096 – "Type C One HMA Lift Shall not exceed 75 in/mi." This is not real-world achievable when tying into existing curbs, gutter and driveways. This should be a percent improvement depending on the existing condition IRI measurement?

    Type C will use percent improvement for disincentive pay adjustments when existing condition MRI is more than 125 in/mi.

20. Section 401, Line 1110 – "For Type C, prior to pavement activities, the Engineer will measure the smoothness of the existing pavement." What is the reason to take an existing pavement measurement for Type C? It would be reasonable if Type C was a percent improvement.

    Type C will use percent improvement for disincentive pay adjustments when existing condition MRI is more than 125 in/mi.

21. Section 401, Line 1199 – "If grinding is used on HMA pavement, the surface shall have nearly invisible grinding marks to passing motorist." How will the state qualify this in the field?

    This will be visually evaluated by the field office.

22. Section 401, Line 1243 – "All HMA wearing surface areas that have been ground shall receive a coating, e.g., a coating material that will restore any lost impermeability of the HMA due to the grinding of the surface." What spec section shall the material comply to? If no spec section, what ASTM should it comply to?

    The intent of the coating is to restore impermeability to the surface. The proposed means and methods should be submitted for review prior to use if needed.